

**MILITARY VALUE ANALYSIS:  
DATA CALL NUMBER THREE WORK SHEET FOR  
TRAINING AIR STATION:**

**NAVAL AIR STATION**

**WHITING FIELD**

**MILTON**

**FLORIDA**

Category ..... Education and Training  
Sub-category ..... Training Air Stations  
Types ..... Navy and Marine Corps Training Air Stations and Facilities

**\*\*\*\*\*If any responses are classified, attach separate classified annex.\*\*\*\*\***

18 April 1994

MILITARY VALUE

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**MILITARY VALUE**

**TRAINING AIR STATION LISTING:**

<b>Type</b>	<b>Title</b>	<b>Location</b>
<b>AIR STATION</b>	<b>NAS PENSACOLA</b>	<b>PENSACOLA FL</b>
<b>AIR STATION</b>	<b>NAS CORPUS CHRISTI</b>	<b>CORPUS CHRISTI TX</b>
<b>AIR STATION</b>	<b>NAS MERIDIAN</b>	<b>MERIDIAN MS</b>
<b>AIR STATION</b>	<b>NAS KINGSVILLE</b>	<b>KINGSVILLE TX</b>
<b>AIR STATION</b>	<b>NAS WHITING FIELD</b>	<b>MILTON FL</b>

**MILITARY VALUE**

## Mission Requirements

### A. Undergraduate Pilot/NFO Training

1. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your air station. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your air station .

Level/Type Training	Yes/No	PTR/NFOTR		
		FY 91	FY 92	FY 93
Officer Candidate Training	NO	0	0	0
Aviation Pre-flight Indoc	NO	0	0	0
Primary Pilot	YES	862	886	778
Intermediate Strike	NO	0	0	0
Advanced Strike	NO	0	0	0
Intermediate E2/C2	NO	0	0	0
Advanced E2/C2	NO	0	0	0
Intermediate Maritime (T-34C)	YES	222	206	66
Advanced Maritime	NO	0	0	0
Intermediate Helo (T-34C)	YES	376	396	516
Advanced Helo	YES	544	548	487
Primary NFO	NO	0	0	0
Intermediate NFO	NO	0	0	0
Tactical Navigator (TN/BN)	NO	0	0	0
Radar Intercept Officer (RIO)	NO	0	0	0
Flight Surgeons	YES	93	103	107
Middies T-34/TH-57	YES	745	1010	249
Helicopter Conversion	YES	2	2	2
Overwater Jet Navigator (OJT)	NO	0	0	0

**NOTE: PRIMARY NFO TRAINING UTILIZES NOLF'S MAINTAINED AND OPERATED BY NASWF**

## Mission Requirements

### A. Undergraduate Pilot/NFO Training (cont.)

2. Indicate in the table below which other types of undergraduate pilot and NFO training (if any) were conducted at your air station during the past ten years (i.e., since FY 1984) and give the year when each type training ended.

Type/Level Training	Yes/No	Year Training Ended
Officer Candidate Training	NO	N/A
Aviation Pre-flight Indoc	NO	N/A
Primary Pilot	YES	N/A
Intermediate Strike	NO	N/A
Advanced Strike	NO	N/A
Intermediate E2/C2	NO	N/A
Advanced E2/C2	NO	N/A
Intermediate Maritime (T-34C)	YES	N/A
Advanced Maritime	NO	N/A
Intermediate Helo (T-34C)	YES	N/A
Advanced Helo	YES	N/A
Primary NFO	NO	N/A
Intermediate NFO	NO	N/A
Advanced Navigator (NAV)	NO	N/A
Tactical Navigator (TN/BN)	NO	N/A
Radar Intercept Officer (RIO)	NO	N/A
Overwater Jet Navigator (OJT)	NO	N/A
Airborne Tactical Data System (ATDS)	NO	N/A

**NOTE: PRIMARY NFO TRAINING UTILIZES NOLF'S MAINTAINED AND OPERATED BY NAS WHITING FIELD**

**Mission Requirements**

**B. Other Training**

1. Using the categories identified below, list all other officer training (i.e., non-undergraduate pilot/NFO training) by activity conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

Other Officer Training							
Activity Name	FY 1993 Throughput (students per year)						AOB
	OA	IS	SP	FO	PD	Other	
INST. GND. SCHOOL	0	0	0	180	0	0	1.08
INSTRUCTOR TRAINING (FITU)	0	0	0	0	97	0	46.56
INSTRUCTOR TRAINING (HITU)	0	0	0	0	64	0	30.72
NATSAFA DET	0	0	8	0	2	0	4.7

Training Categories:

OA (Officer Acquisition)    IS (Initial Skills)    PD (Professional Development)  
 SP (Skills Progression)    FO (Functional Officer)

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA+IS+SP+FO+PD)} \times \text{Avg Number of days each student was aboard}}{250}$$

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**Mission Requirements**

**B. Other Training (cont.)**

2. Using the categories given below, list all enlisted training conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

Enlisted Training						
Activity Name	FY 1993 Throughput (Students per Year)					AOB
	A	IS	SP	FE	PD	
GMT	0	0	0	0	3,679	1.77
Annual NR&R	0	0	0	0	3,276	3.28
Monthly NR&R	0	0	0	0	184	.74
NETSAFA DET	0	0	0	53	0	44.52

R non

**Training Categories:**

**A (Apprentice)**

**SP (Skills Progression)**

**PD (Professional Development)**

**IS (Initial Skills)**

**FE (Functional Enlisted)**

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA + IS + SP + FO + PD)} \times \text{Avg Number of days each student was aboard}}{250} = 5.79$$

**Mission Requirements**

**B. Other Training (cont.)**

2. Using the categories given below, list all enlisted training conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

Enlisted Training						
Activity Name	FY 1993 Throughput (Students per Year)					AOB
	A	IS	SP	FE	PD	
GMT	0	0	0	0	3,679	1.77
Annual NR&R	0	0	0	0	3,276	3.28
Monthly NR&R	0	0	0	0	184	.33
NETSAFA DET	0	0	0	53	0	44.52

Training Categories:  
**A (Apprentice)**                      **SP (Skills Progression)**                      **PD (Professional Development)**  
**IS (Initial Skills)**                      **FE (Functional Enlisted)**

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA + IS + SP + FO + PD)} \times \text{Avg Number of days each student was aboard}}{250} = 5.79$$

**Mission Requirements**

**B. Other Training (cont.)**

3. List all ground combat units that train at this air station.

Ground Unit	Training Function / Training Facilities Used
<b>MARINE AVIATION SUPPORT GROUP</b>	<b>ATC / COMMUNICATIONS (NASWF)</b>
<b>MARINE RESERVE FORCES</b>	<b>NIGHT MANEUVERS (NOLF'S)</b>

4. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this air station.

Operational Unit	Training Function / Training Facilities Used
<b>ALABAMA AIR GUARD</b>	<b>ATC COMMUNICATIONS EXERCISES (NASWF, NOLF'S)</b>
<b>ALABAMA NATIONAL GUARD</b>	<b>COMMUNICATIONS EXERCISES (NOLF'S)</b>
<b>FLORIDA NATIONAL GUARD</b>	<b>COMMUNICATIONS EXERCISES (NOLF'S)</b>
<b>SEABEES</b>	<b>CONSTRUCTION TRAINING (NASWF)</b>

5. List all requirements the air station or its tenants have to support fleet training of other Navy and Marine Corp forces (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency
<b>NONE</b>			

**Mission Requirements**

**C. Operational Squadron Support**

1 List the fleet operational (active or reserve) or special squadrons based at your air station. Include any programmed additions or deletions through FY 1997.

Squadron Name	Aircraft Type(s)	Mission
N/A	N/A	N/A

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your air station.

Service/Agency/ Custodian	Aircraft Type(s)	Mission
<b>U.S. CUSTOMS</b>	<b>H57 CESSNA 210 PIPER PA31 CE 550 BE 200</b>	<b>PRIMARY: INTERDICT AERIAL SMUGGLING OF CONTRABAND INTO THE UNITED STATES. SECONDARY: SUPPORT LOCAL, STATE, AND FEDERAL LAW ENFORCEMENT</b>

## Mission Requirements

### C. Operational Squadron Support

3. List the types and number of transient aircraft supported at this air station during FY 1993 and describe the training and/or military missions conducted by these aircraft while stationed here.

Types of Aircraft	Description of Frequency, Quantity and Primary Mission		
A-6	(N/A)	(4)	(FLEET AWARENESS, FUEL)
A-10	(N/A)	(2)	(FLEET AWARENESS, FUEL)
AH-1	(3)	(39)	(FLEET AWARENESS, FUEL)
AS-350	(N/A)	(2)	(AIRSHOW)
AV-8	(N/A)	(2)	(AIRSHOW)
BELL 206	(N/A)	(7)	(FLEET AWARENESS, FUEL)
C-9	(N/A)	(5)	(LOGISTICS)
C-12	(2)	(24)	(LOGISTICS)
C-130	(N/A)	(3)	(LOGISTICS)
DH-C1	(N/A)	(1)	(AIRSHOW)
DH-58	(N/A)	(1)	(FLEET AWARENESS, FUEL)
E-2	(N/A)	(1)	(AIRSHOW)
F-18	(N/A)	(1)	(FLEET AWARENESS, FUEL)
F-40	(N/A)	(3)	(AIRSHOW)
H-1	(3)	(35)	(FLEET AWARENESS, FUEL)
H-2	(N/A)	(7)	(FLEET AWARENESS, FUEL)
H-3	(1)	(12)	(FLEET AWARENESS, FUEL)
H-46	(3)	(29)	(FLEET AWARENESS, FUEL)
H-53	(1)	(14)	(FLEET AWARENESS, FUEL)
H-57	(4)	(52)	(LOGISTICS)
H-60	(7)	(83)	(FLEET AWARENESS, FUEL)

<b>MIG-15</b>	<b>(N/A)</b>	<b>(3)</b>	<b>(LOGISTICS)</b>
<b>OV-10</b>	<b>(N/A)</b>	<b>(6)</b>	<b>(FLEET AWARENESS, FUEL)</b>
<b>P-3</b>	<b>(N/A)</b>	<b>(4)</b>	<b>(FLEET AWARENESS, FUEL)</b>
<b>TA-4</b>	<b>(N/A)</b>	<b>(5)</b>	<b>(FLEET AWARENESS, FUEL)</b>
<b>TC-4</b>	<b>(N/A)</b>	<b>(1)</b>	<b>(FLEET AWARENESS, FUEL)</b>
<b>T-2</b>	<b>(N/A)</b>	<b>(2)</b>	<b>(FLEET AWARENESS, FUEL)</b>
<b>T-6</b>	<b>(1)</b>	<b>(27)</b>	<b>(AIRSHOW)</b>
<b>T-28</b>	<b>(N/A)</b>	<b>(1)</b>	<b>(AIRSHOW)</b>
<b>T-34</b>	<b>(5)</b>	<b>(61)</b>	<b>(LOGISTICS)</b>
<b>T-44</b>	<b>(3)</b>	<b>(32)</b>	<b>(LOGISTICS)</b>
<b>T-45</b>	<b>(N/A)</b>	<b>(1)</b>	<b>(AIRSHOW)</b>
<b>DECATHLON</b>	<b>(N/A)</b>	<b>(3)</b>	<b>(AIRSHOW)</b>
<b>MONARCH AC.</b>	<b>(N/A)</b>	<b>(1)</b>	<b>(AIRSHOW)</b>
<b>STARDUSTER</b>	<b>(N/A)</b>	<b>(3)</b>	<b>(AIRSHOW)</b>
<b>STEARMAN</b>	<b>(N/A)</b>	<b>(7)</b>	<b>(AIRSHOW)</b>
<b>TWINBEECH</b>	<b>(N/A)</b>	<b>(3)</b>	<b>(AIRSHOW)</b>
<b>S-211</b>	<b>(1)</b>	<b>(1)</b>	<b>JPATS</b>
<b>TURCANO</b>	<b>(1)</b>	<b>(1)</b>	<b>JPATS</b>

**NOTE: FIRST (#) DENOTES FREQUENCY  
SECOND (#) DENOTES QUANTITY  
THIRD (XX) INDICATES MISSION.**

**Mission Requirements**

**C. Operational Squadron Support (cont.)**

4. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a take-off, landing, or approach without a landing.

**NO NON-TRAINING MILITARY AIRCRAFT ASSIGNED TO NAS WHITING FIELD.**

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No. <sup>1</sup> Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A							
1992	N/A							
1993	N/A							
1994 <sup>2</sup>	N/A							

5. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (eg., radars, trucks, etc.).

Type of Unit	Number of Units	Mission	Equipment Items
N/A	N/A	N/A	N/A

<sup>1</sup>Include only days when the air station operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

<sup>2</sup>Include FY 1994 data through 31 March 1994.

**Mission Requirements**

**D. Managed Training Areas**

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the air station.

Managed Training Assets	Management Role
PENSACOLA NORTH MOA	SCHEDULED/UTILIZED
ALERT AREA 292	SCHEDULED/UTILIZED
HELICOPTER LANDING TRAINER (HLT)	SCHEDULED/UTILIZED
NOLF BARIN	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF BREWTON	SCHEDULED/MANNED/ NOTE 1,4
NOLF EVERGREEN	SCHEDULED/MANNED/ NOTE 1,4
NOLF HOLLEY	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF SAUFLEY	SCHEDULED/MANNED/ NOTE 1,3
NOLF SILVERHILL	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF SUMMERDALE	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF WOLF	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF HAROLD	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF PACE	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF SANTA ROSA	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF SITE 8	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF SPENCER	CONTROLLED/MANNED/MAINTAINED NOTE 2,5

**\* NOTE;**

1. **MANNED:** indicates crash crews, wheels watch and runway duty officers at fixed-wing NOLF's.
2. **MAINTAINED:** indicates direct support provided for operational maintenance (i.e.; runway overlays, drainage control, operation and maintenance of crash crew facilities).
3. **MAINTAINED:** by NETPMSA Saufley, NASWF utilizes the runways under a host/tenant agreement.
4. **MAINTAINED:** by respective cities with NASWF as a lessee.
5. **MANNED:** indicates crash crews only at helicopter NOLF's.

**Mission Requirements**

**D. Managed Training Areas**

2. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Asset	Installation	Reason for Consideration
<b>AIRSPACE</b>	<b>NAS PENSACOLA</b>	<b>PROXIMITY</b>
<b>NOLF'S</b>	<b>NAS PENSACOLA</b>	<b>PROXIMITY</b>

R

**Mission Requirements**

E. General Military Support

1. Does this air station currently support any joint services (i.e. counter-narcotics) air operations? If so, explain.

**YES, THE U. S. CUSTOMS**

R

(a) If applicable, give the type and number of aircraft based at your air station that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
H-57	1	UNKNOWN
C-210	1	UNKNOWN
PIPER PA 31	1	UNKNOWN
CE 550	1	UNKNOWN
BE 200	1	UNKNOWN

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R

**MISSION -**

**PRIMARY: INTERDICT AERIAL SMUGGLING OF CONTRABAND INTO THE UNITED STATES.**

R

**SECONDARY: SUPPORT LOCAL, STATE, AND FEDERAL LAW ENFORCEMENT.**

R

(b) If applicable, list special equipment and facility (e.g., radar surveillance systems) at your air station that directly support these operations.

Equipment/Facility	Function
N/A	

2. Does this air station have a role in national air defense or any other war or peace time defense plans? If so, explain.

**YES, AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY AND UNDER SCATANA, A PLAN FOR DEACTIVATION OF NAVIGATIONAL AIDS.**

R

**Mission Requirements**

**E. General Military Support**

1. Does this air station currently support any joint services (i.e. counter-narcotics) air operations? If so, explain.

~~NO, ONLY THE U. S. CUSTOMS~~  
 YES,

2  
 CNATRA N3

(a) If applicable, give the type and number of aircraft based at your air station that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
N/A		

(b) If applicable, list special equipment and facility (e.g., radar surveillance systems) at your air station that directly support these operations.

Equipment/Facility	Function
N/A	

2. Does this air station have a role in national air defense or any other war or peace time defense plans? If so, explain.

~~NO~~  
 yes.

2  
 CNATRA N3

- ① Air station is covered under "Open Skies" treaty.
- ② Under SCATANA, a plan exists to deactivate NAVIGATIONAL Aids.

**Mission Requirements**

**E. General Military Support (cont.)**

3. Does this air station directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

NO

~~ENHANCED~~

*2*  
*CNATRA NS*

~~YES, CONSTRUCTION AND PLANNING INITIATED TO LINK NASWF ASR-8 RADAR TO PENSACOLA TRACON AND IN RETURN NASWF WILL RECEIVE PROCESSED VIDEO IN THE NORTH TOWER, SOUTH TOWER, AND RADAR.~~

*Yes, construction and planning initiated to link NASWF ASR-8 Radar to Pensacola TRACON and in return NASWF will receive processed video in the North Tower, South Tower, and Radar.*

4. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP).

*CNET  
N443  
12 MAY 94*

NONE

5. List any other military support missions currently conducted at/from this air station (e.g., port of embarkation for MC personnel, other active duty/reserve personnel or logistics transfer missions).

NONE

6. Are any new military missions planned for this air station?

**FIRST NAVY JOINT PRIMARY TRAINING SQUADRON (VT-3 NOW HAS 10 AIR FORCE INSTRUCTOR PILOTS AND AN AIR FORCE PXO ONBOARD) AIR FORCE STUDENTS SCHEDULED TO ARRIVE THIS FISCAL YEAR. ADDITIONALLY, VT-3 WILL BE THE FIRST NATRACOM JOINT SQUADRON TO RECEIVE AND TRAIN IN THE JPATS AIRCRAFT.**

**Mission Requirements**

**F. Other Support**

1. Does the air station have a role in a disaster assistance plan, search and rescue, or local evacuation plan? If so, describe.

**NASWF serves as the secondary command post for the Chief of Naval Education and Training (CNET) in the event of a disaster in Pensacola that requires evacuation (e.g. Hurricane). NAS Pensacola housing residents and the federal prisoners at NETPMSA Saufley would also be temporarily housed at NASWF. NASWF has entered into written mutual aid fire fighting agreements with several organizations within Santa Rosa County, Florida and one written agreement with the city of Brewton, Alabama. Additionally, a written fire fighting agreement is in effect with the state of Florida. A mutual understanding (non-written) is formed with the Santa Rosa County, Florida, Fire Fighter's Association that NASWF will respond on request to emergency incidents. In addition, NASWF serves the 2nd Army for NORAD southeastern sector as a spotter for Chemical-Biological-Radiological Defense.**

2. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

**YES, THE FOLLOWING AGENCIES ARE SUPPORTED BY NAVTRAMETOCDET NAS WHITING FIELD**

- 1. UNITED NUCLEAR CORP. (UNC)**  
- WARNINGS AND FORECASTS
- 2. BEECH AEROSPACE SERVICES (BASD)**  
- WARNINGS AND FORECASTS
- 3. U.S. CUSTOMS**  
- AVIATION FORECASTING
- 4. FLORIDA DIVISION OF FORESTRY**  
- WEATHER FORECASTS IN SUPPORT OF CONTROLLED FIRE BURNS.
- 5. TRAINING AIR WING 5**  
- ALL METEOROLOGICAL SERVICES

3. Are any new civilian or other non-DoD missions planned for this air station? If so, describe.  
**UNKNOWN**

*CHATRA MS*

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UIC 60508

**Facilities**

**A. Air Space and Flight Training Areas**

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

**Airspace Designator: A292**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**ALERT AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 75nmi X 60nmi = 4,500 SQ MILES R**  
**SURF-3000 WITHIN FEDERAL AIRWAY OTHERWISE TO 17500**
- c. Distance from main airfield  
**0**
- d. Time enroute from main airfield  
**0**
- e. Controlling agency  
**NONE**
- f. Scheduling agency  
**COMTRAWING SIX, NAS PENSACOLA, DELEGATED TO**  
**COMTRAWING FIVE**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**MOST OF THE AREA IS CURRENTLY COVERED BY RADAR**  
**FACILITIES RADAR SERVICE WILL BE ENHANCED WITH**  
**COMPLETION OF LINKING OF NAS WHITING ASR-8 TO PENSACOLA**  
**TRACON.**

## Facilities

### A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

**Airspace Designator: A292**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**ALERT AREA**

b. Dimensions (nmi. x nmi. x ft)

**APPROXIMATELY 80nmi X 70nmi X SURF-3000 WITHIN FEDERAL AIRWAY  
OTHERWISE TO 17500**

c. Distance from main airfield

**0**

d. Time enroute from main airfield

**0**

e. Controlling agency

**NONE**

f. Scheduling agency

**COMDRAWING SIX, NAS PENSACOLA, DELEGATED TO COMDRAWING FIVE**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**MOST OF THE AREA IS CURRENTLY COVERED BY RADAR FACILITIES RADAR  
SERVICE WILL BE ENHANCED WITH COMPLETION OF LINKING OF NAS  
WHITING ASR-8 TO PENSACOLA TRACON.**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**ONE**

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UIC 60508

- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**ONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
- By Navy  
**102,731 BY TRAINING AIR WING FIVE**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- m. Percent of sorties cancelled due to weather.  
**17%**
- n. Number of available daylight hours in FY 1993  
**3795 HOURS**
- o. Number of scheduled hours in FY 1993
- By Navy  
**5583 HOURS BY TRAINING WING FIVE/VT-10 (TW-6) FOR NFO TRAINING**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- p. Number of hours used
- By Navy  
**4358.5 HOURS BY TRAINING AIR WING FIVE  
ALSO UTILIZED BY VT-10 (TW-6) FOR NFO TRAINING**
  - By other services (including reserves and national guard)  
**UNKNOWN**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**102,731 BY TRAINING AIR WING FIVE**

- By other services (including reserves and national guard)

**UNKNOWN**

m. Percent of sorties cancelled due to weather.

**17%**

n. Number of available daylight hours in FY 1993

**3795 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy

**5583 HOURS BY TRAINING WING FIVE/VT-10 (TW-6) FOR NFO TRAINING**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Number of hours used

- By Navy

**4358.5 HOURS BY TRAINING AIR WING FIVE  
ALSO UTILIZED BY VT-10 (TW-6) FOR NFO TRAINING**

- By other services (including reserves and national guard)

**UNKNOWN**

q. Types of training permitted

<b>(a) <u>Fixed wing aircraft (T-34C)</u></b>	<b><u>Altitude (MSL)</u></b>
<b>Familiarization</b>	<b>Surface - 10,000</b>
<b>Formation</b>	<b>Surface - 10,000</b>
<b>Precision Aerobatics</b>	<b>Surface - 10,000</b>
<b>Basic Instruments</b>	<b>Surface - 9,500</b>
<b>Radio Instruments</b>	<b>Surface - 9,500</b>
<b>Day Navigation</b>	<b>Surface - 9,500</b>
<b>Night Navigation</b>	<b>Surface - 9,500</b>
<b>Night Familiarization</b>	<b>Surface - 9,500</b>
<b>Indoctrination Flights</b>	<b>Surface - 10,000</b>
<b>Maintenance Flights</b>	<b>Surface - 10,000</b>
<b>Airway Navigation</b>	<b>Surface - 9,500</b>
<b>Standardization and Pilot Proficiency</b>	<b>Surface - 10,000</b>
<b>Out-of-control Flight</b>	<b>Surface - 10,000</b>

<b>(b) <u>Helicopter (TH-57B/C)</u></b>	<b><u>Altitude (MSL)</u></b>
<b>Familiarization</b>	<b>Surface - 1,500</b>
<b>Day/Night Navigation</b>	<b>Surface - 1,500</b>
<b>Tactical Navigation</b>	<b>Surface - 1,000</b>
<b>Standardization and Pilot Proficiency</b>	<b>Surface - 1,000</b>
<b>Indoctrination Flights</b>	<b>Surface - 1,500</b>
<b>Formation</b>	<b>Surface - 3,000</b>
<b>Radio Instruments</b>	<b>Surface - 5,000</b>
<b>Basic Instruments</b>	<b>Surface - 5,000</b>
<b>Helicopter Tactics</b>	<b>200 - 900</b>
<b>Maintenance Flights</b>	<b>Surface - 3,000</b>
<b>Carrier Qualification</b>	<b>Surface - 900</b>

**Airspace Designator: PENSACOLA NORTH MOA**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 60nmi X 30nmi X 10,000ft-FL180**

c. Distance from main airfield  
**10 MILES**

d. Time enroute from main airfield  
**5 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**COMTRAWING FIVE**

g. Are canned/stereo airways needed to access air space?  
**YES**

- If so, how many?  
**TWO**

- If so, what types (i.e., IMC, VMC, or altitude reservation)?  
**IMC-NSE1**  
**VMC-NSE2**

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**~~ONE~~ NONE**

2  
CNATRA NS

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**4555 BY TRAINING AIR WING FIVE**

- By other services (including reserves and national guard)

**UNKNOWN**

m. Percent of sorties cancelled due to weather.

**NONE, ALL FLIGHTS ARE MADE UP**

n. Number of available daylight hours in FY 1993

**3803 HOURS BY TRAINING AIR WING FIVE**

o. Number of scheduled hours in FY 1993

- By Navy

**5478 HOURS BY TRAINING AIR WING FIVE**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Number of hours used

- By Navy

**EXACT HOURS NOT AVAILABLE AT THIS COMMAND. ACTIVATED BY JACKSONVILLE CENTER ON A REAL TIME BASIS.**

- By other services (including reserves and national guard)

**UNKNOWN**

q. Types of training permitted

**PROGRESSIVE SPINS**

**MAINTENANCE FLIGHTS**

**BASIC INSTRUMENTS**

**STANDARDIZATION FLIGHTS**

**Airspace Designator: PENSACOLA SOUTH MOA**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 50nmi X 25nmi X 10,000ft-FL180**
- c. Distance from main airfield  
**10 MILES**
- d. Time enroute from main airfield  
**5 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**COMTRAWING SIX**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**TRAINING AIR WING FIVE HAD 105 SORTIES IN FY93**
  - By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**NONE**

n. Number of available daylight hours in FY 1993  
**3803 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**PROGRESSIVE SPINS**  
**MAINTENANCE FLIGHTS**

*Revised 8/94*

UIC 60508

**Airspace Designator: ATCAA EAGLE GULF ONE**

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
- b. Dimensions (nmi. x nmi. x ft)  
**864 SQUARE MILES**
- c. Distance from main airfield  
**60 MILES**
- d. Time enroute from main airfield  
**15 MINUTES**
- e. Controlling agency  
**FAA, ARTCC HOUSTON, TX**
- f. Scheduling agency  
**ANG TRNG, GULFPORT, MS**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993

~~3,500~~ 3475  
SH  
CNET  
N4434 8/16/94

**NASWF (3) MILITARY VALUES**

21a R (June 24, 1994)



*Revised by*

UIC 60508

Airspace Designator: ATCAA EAGLE GULF TWO

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**

b. Dimensions (nmi. x nmi. x ft)  
**2,132 SQUARE MILES**

c. Distance from main airfield  
**80 MILES**

d. Time enroute from main airfield  
**20 MINUTES**

e. Controlling agency  
**FAA, ARTCC HOUSTON, TX**

f. Scheduling agency  
**ANG TRNG, GULFPORT, MS**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993  
~~3,500~~ 3475

2 (VELEZ)  
CNATRA N3  
8-4-94

**Airspace Designator: ATCAA EAGLE GULF TWO**

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
- b. Dimensions (nmi. x nmi. x ft)  
**2,132 SQUARE MILES**
- c. Distance from main airfield  
**80 MILES**
- d. Time enroute from main airfield  
**20 MINUTES**
- e. Controlling agency  
**FAA, ARTCC HOUSTON, TX**
- f. Scheduling agency  
**ANG TRNG, GULFPORT, MS**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993  
**3,500**

Revised by

UIC 60508

- By Navy

350

- By other services (including reserves and national guard)

3,125

m. Percent of sorties cancelled due to weather.

UNKNOWN

n. Number of available daylight hours in FY 1993

4,380 HOURS

o. Number of scheduled hours in FY 1993

~~3,500~~ 3475

2  
CNATRA N3

8-4-94

- By Navy

350

- By other services (including reserves and national guard)

3,125

p. Number of hours used

~~3,500~~ 3475

2  
CNATRA N3

8-4-94

- By Navy

350

- By other services (including reserves and national guard)

3,125

q. Types of training permitted

~~UNKNOWN~~

Air Combat Manuevering

2  
CNATRA N3

7-10-94

*Revised by*

**UIC 60508**

- By Navy

**350**

- By other services (including reserves and national guard)

**3,125**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**4,380 HOURS**

o. Number of scheduled hours in FY 1993

**3,500**

- By Navy

**350**

- By other services (including reserves and national guard)

**3,125**

p. Number of hours used

**3,500**

- By Navy

**350**

- By other services (including reserves and national guard)

**3,125**

q. Types of training permitted

~~**UNKNOWN**~~

*AIR COMBAT MANEUVERING*

*2*  
*CNATRA 23*

*7-10-94*

**Airspace Designator: R2919A**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 15nmi X 5nmi X UNLTD**
- c. Distance from main airfield  
**15 MILES**
- d. Time enroute from main airfield  
**8 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

q. Types of training permitted

**UNKNOWN**

**Airspace Designator: R2919B**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**15nmi X 5nmi X 8500ft-UNLTD**
  
- c. Distance from main airfield  
**40 MILES**
  
- d. Time enroute from main airfield  
**20 MINUTES**
  
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
  
- f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**
  
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**
  
- i. Is the airspace under communications coverage?  
**YES**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
UNKNOWN

n. Number of available daylight hours in FY 1993  
CONTINUOUS

o. Number of scheduled hours in FY 1993

- By Navy  
UNKNOWN

- By other services (including reserves and national guard)  
UNKNOWN

p. Number of hours used

- By Navy  
UNKNOWN

- By other services (including reserves and national guard)  
UNKNOWN

q. Types of training permitted  
UNKNOWN

**Airspace Designator: R2914A**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 20nmi X 20nmi X UNLTD**

c. Distance from main airfield  
**40 MILES**

d. Time enroute from main airfield  
**20 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
~~TWO~~ **NONE**

2  
CNATRA  
N3

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: R2914B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 10nmi X 8nmi X 8500ft-UNLTD**

c. Distance from main airfield  
**55 MILES**

d. Time enroute from main airfield  
**33 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised By*

UIC 60508

**Airspace Designator: R2908**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**RESTRICTED AREA**

b. Dimensions (nmi. x nmi. x ft)

**APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000**

c. Distance from main airfield

**45 MILES**

d. Time enroute from main airfield

**23 MINUTES**

2  
CNMTRAN 3

e. Controlling agency

**FAA, PENSACOLA ~~RATCF~~ TRACON**

7-10-94

f. Scheduling agency

**COMDR, TRNG AIR WG SIX, PENSACOLA, FL**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

11

- By Navy

~~UNKNOWN~~ 11

2  
CNMTRAN 3

7-10-94

Revised  
by

UIC 60508

- By other services (including reserves and national guard)

~~UNKNOWN~~  $\phi$

CNATRA N3

m. Percent of sorties cancelled due to weather.

~~UNKNOWN~~ Less Than 1% for Blue Angels

7-10-94

n. Number of available daylight hours in FY 1993

~~UNKNOWN~~ 4380

o. Number of scheduled hours in FY 1993

8

- By Navy

~~UNKNOWN~~ 8

- By other services (including reserves and national guard)

~~UNKNOWN~~  $\phi$

p. Number of hours used

8

- By Navy

~~UNKNOWN~~ 8

- By other services (including reserves and national guard)

~~UNKNOWN~~  $\phi$

2  
CNATRA N3

q. Types of training permitted

~~UNKNOWN~~ Air Combat Maneuvering

Multiple aircraft

High Speed Formation Flight

Aerial Acrobatics

7-10-94



l. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**3172 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

R

UIC 60508

Airspace Designator: EGLIN MOA E

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROX. ~~24nmi. x 12nmi.~~ x SURFACE TO BUT NOT INCL. FL 180**

~~45 NMI x 44 NMI~~ 45 NMI X 32 NMI

c. Distance from main airfield  
**18 MILES**

2  
CNATRA N3  
9/27/94

2  
CNATRA N3  
7-10-94

d. Time enroute from main airfield  
**9 MINUTES**

e. Controlling agency  
**JACKSONVILLE CNTR**

f. Scheduling agency  
**3246 TESTW/DOSO**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
~~NONE~~ ~~Five None~~

2  
CNATRA  
N3  
7-10-94

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

Revised by

UIC 60508

**Airspace Designator: EGLIN MOA E**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**MILITARY OPERATING AREA**

b. Dimensions (nmi. x nmi. x ft)

**APPROX. ~~24 nmi. x 12 nmi.~~ x SURFACE TO BUT NOT INCL. FL 180**

*45 NMI x 49 NMI*

c. Distance from main airfield

**18 MILES**

*CNATRA N3  
7-10-94*

d. Time enroute from main airfield

**9 MINUTES**

e. Controlling agency

**JACKSONVILLE CNTR**

f. Scheduling agency

**3246 TESTW/DOSO**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

~~NONE~~

*Five None*

*2  
CNATRA  
N3  
7-10-94*

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

*perused by*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
~~UNKNOWN~~ 3172

2  
ENATRA N3  
7-10-94

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

2  
ENATRA N3  
7-10-94

q. Types of training permitted  
~~UNKNOWN~~ Air Combat Maneuvering  
Aerial Maneuvering

*Revised pg*

UIC 60508

**Airspace Designator: EGLIN MOA F**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. ~~1.5~~<sup>3.5</sup> nmi. x ~~3~~<sup>3.5</sup> nmi. x SURFACE TO BUT NOT INCL. FL 180**
- c. Distance from main airfield  
**18 MILES**
- d. Time enroute from main airfield  
**9 MINUTES**
- e. Controlling agency  
**JACKSONVILLE CNTR**
- f. Scheduling agency  
**3246 TESTW/DOSO**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

*2*  
*CHARTER #3*  
*7-10-94*

*Revised  
12/1*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN** 3172

2  
CNATRA  
N3  
7-10-94

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

2  
CNATRA N3  
7-10-94

q. Types of training permitted

~~**UNKNOWN**~~ Air Combat Manuevering  
Aerial Manuevering

**Airspace Designator: R2915C**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 5nmi X 11nmi x UNLTD**

c. Distance from main airfield  
**20 MILES**

d. Time en route from main airfield  
**10 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

q. Types of training permitted

**UNKNOWN**

**Airspace Designator: R2918**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 3nmi X 10nmi X UNLTD**
- c. Distance from main airfield  
**30 MILES**
- d. Time en route from main airfield  
**15 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: R2915A**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 15nmi X 17nmi X UNLTD**
- c. Distance from main airfield  
**10 MILES**
- d. Time en route from main airfield  
**5 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: R2915B**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 5nmi X 12 nmi X UNLTD**
- c. Distance from main airfield  
**20 MILES**
- d. Time en route from main airfield  
**10 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: ROSE HILL MOA**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 35nmi X 22nmi X 8,000ft-FL180**
- c. Distance from main airfield  
**45 MILES**
- d. Time en route from main airfield  
**20 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**3220 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**



R

**Airspace Designator: A211**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**ALERT AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 78nmi X 64nmi X SURF-5,000ft**
- c. Distance from main airfield  
**30 MILES**
- d. Time en route from main airfield  
**15 MINUTES**
- e. Controlling agency  
**UNKNOWN**
- f. Scheduling agency  
**COMDR, USA, FORT RUCKER AL.**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
~~FOURTEEN?~~ ~~NINE~~ SEVEN <sup>2</sup>  
CNATRA N3  
9/27/94 2  
CNATRA N3
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**



**Airspace Designator: A211**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**ALERT AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 78nmi X 64nmi X SURF-5,000ft**
- c. Distance from main airfield  
**30 MILES**
- d. Time en route from main airfield  
**15 MINUTES**
- e. Controlling agency  
**UNKNOWN**
- f. Scheduling agency  
**COMDR, USA, FORT RUCKER AL.**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**~~FOURTEEN?~~ NINE** 2  
CNATRA 13
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**3220 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: RUCKER MOA A, B**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 40nmi X 20nmi X 100ft-1500ft**
- c. Distance from main airfield  
**80 MILES**
- d. Time en route from main airfield  
**40 MINUTES**
- e. Controlling agency  
**FAA, ARTCC, JACKSONVILLE, FL**
- f. Scheduling agency  
**CMDR USA AVN CTR**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
~~TWO~~ **TWO**             
C NATRA ND
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**BY NOTAM**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised Pg*

UIC 60508

**Airspace Designator:            RUCKER MOA C**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500**
- c. Distance from main airfield  
**97 MILES**
- d. Time enroute from main airfield  
**48 MINUTES**
- e. Controlling agency  
**JACKSONVILLE CNTR**
- f. Scheduling agency  
**COMDR USA AVN CNTR**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

*Revised B3*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised by*

UIC 60508

**Airspace Designator:        DESOTO MOA**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL**
- c. Distance from main airfield  
**91 MILES**
- d. Time enroute from main airfield  
**45 MINUTES**
- e. Controlling agency  
**HOUSTON CNTR**
- f. Scheduling agency  
**GULFPORT PFTS**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: DESOTO 2 MOA**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 30nmi X 25nmi X 100ft-5000ft**
- c. Distance from main airfield  
**80 MILES**
- d. Time en route from main airfield  
**40 MINUTES**
- e. Controlling agency  
**FAA, ARTCC HOUSTON, TX**
- f. Scheduling agency  
**UNKNOWN**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
~~SEVEN?~~ **TWO** 2  
CUATRA A?
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**TWO**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**2650 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: PINE HILL MOA EAST/WEST**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA / ATCAA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 42nmi X 65nmi X 10,000FT-FL180 FL 230**

2  
**CNATRA N3**

c. Distance from main airfield  
**70 MILES**

d. Time en route from main airfield  
**35 MINUTES**

e. Controlling agency  
**FAA, ARTCC ATLANTA, GA**

f. Scheduling agency  
**COMTRAWING ONE**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
~~ONE?~~ **NONE**

2  
**CNATRA N3**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**3319 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: R2905B**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 4nmi X 6nmi X SURF-10,000ft**
- c. Distance from main airfield  
**90 MILES**
- d. Time en route from main airfield  
**45 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**AIR DEFENSE WEAPONS CTR, TYNDALL AGFB**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993  
  
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**INTMT**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: R2905A**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 3nmi X 5nmi X SURF-10,000ft**
  
- c. Distance from main airfield  
**88 MILES**
  
- d. Time en route from main airfield  
**44 MINUTES**
  
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
  
- f. Scheduling agency  
**AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
  
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**
  
- i. Is the airspace under communications coverage?  
**YES**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**INTMT**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

Amended 19

UIC 60508

Airspace Designator: VR-1024

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**VISUAL FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)  
~~N/A~~ variable

2  
CWA AREA N3  
7-8-94

c. Distance from main airfield  
**55 MILES**

d. Time enroute from main airfield  
**13 MINUTES**

e. Controlling agency  
**N/A**

f. Scheduling agency  
**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**NO**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993  
~~446~~ 426 446

2  
CWA AREA N3  
7-8-94

revised pg

UIC 60508

- By Navy  
426
- By other services (including reserves and national guard)  
20

m. Percent of sorties cancelled due to weather.  
UNKNOWN

n. Number of available daylight hours in FY 1993  
5,840 HOURS

o. Number of scheduled hours in FY 1993  
223 HOURS

- By Navy  
213 HOURS

- By other services (including reserves and national guard)  
10 HOURS

p. Number of hours used

~~16 HOURS (ERROR?)~~ 223

2  
CNAFRA N3  
7-8-94

- By Navy  
213 HOURS

- By other services (including reserves and national guard)  
10 HOURS

q. Types of training permitted  
INSTRUMENT FLIGHT TRAINING  
AND POINT TO POINT NAVIGATION

LOW ALTITUDE NAVIGATION AND MEDICAL TRAINING.

2  
CNAFRA N3  
7-8-94

revised pg

UIC 60508

Airspace Designator: VR-1022

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
VISUAL FLIGHT ROUTE (MTR) ————— 2

b. Dimensions (nmi. x nmi. x ft)  
~~N/A~~ variable

(MTR 2)

7894

c. Distance from main airfield  
75 MILES

d. Time enroute from main airfield  
19 MINUTES

e. Controlling agency  
N/A

f. Scheduling agency  
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?  
NO

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
NO

i. Is the airspace under communications coverage?  
YES

j. Number of low level airways (below 18,000 ft) that bisect airspace  
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
NONE

l. Number of sorties flown in FY 1993  
371

*revised by*

**UIC 60508**

- By Navy

**357**

- By other services (including reserves and national guard)

**14**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**5,840 HOURS**

o. Number of scheduled hours in FY 1993

**186 HOURS**

- By Navy

**179 HOURS**

- By other services (including reserves and national guard)

**7 HOURS**

p. Number of hours used

*186* ~~**16 HOURS**~~

- By Navy

**179 HOURS**

- By other services (including reserves and national guard)

**7 HOURS**

*2*  
*ENATA 23*  
*2-8-97*

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

**Airspace Designator:** VR-1023

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**VISUAL FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)  
*N/A variable*

*2*  
*ENRTRA N3*  
*7-8-94*

c. Distance from main airfield  
**53 MILES**

d. Time enroute from main airfield  
**13 MINUTES**

e. Controlling agency  
**N/A**

f. Scheduling agency  
**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**NO**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993  
**392**

*Revised pg*

UIC 60508

- By Navy

**380**

- By other services (including reserves and national guard)

**12**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**5,840 HOURS**

o. Number of scheduled hours in FY 1993

**196 HOURS**

- By Navy

**190 HOURS**

- By other services (including reserves and national guard)

**6 HOURS**

p. Number of hours used

*194* **16 HOURS**

- By Navy

**190 HOURS**

- By other services (including reserves and national guard)

**6 HOURS**

*2*  
*CNATRA W3*  
*7-8-94*

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised  
BJ*

UIC 60508

Airspace Designator: VR-1020

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**VISUAL FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
*N/A variable*      *2*  
*(NATRA N3)*  
*7-8-54*
- c. Distance from main airfield  
**55 MILES**
- d. Time enroute from main airfield  
**14 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**FACSFAC PENSACOLA**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**NO**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993  
**448**

*Revised pg*

UIC 60508

- By Navy

**424**

- By other services (including reserves and national guard)

**24**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**5,840 HOURS**

o. Number of scheduled hours in FY 1993

**224 HOURS**

- By Navy

**212 HOURS**

- By other services (including reserves and national guard)

**12 HOURS**

p. Number of hours used

~~16 HOURS~~

*224*

- By Navy

**212 HOURS**

- By other services (including reserves and national guard)

**12 HOURS**

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*2*  
*CNASTA N7*  
*78-57*

Revised pg

UIC 60508

**Airspace Designator:** VR-1021

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**VISUAL FLIGHT ROUTE (VFR)**

b. Dimensions (nmi. x nmi. x ft)

*N/A variable*

*2*  
*CNADRA #3*

c. Distance from main airfield

**55 MILES**

*7-8-94*

d. Time enroute from main airfield

**14 MINUTES**

e. Controlling agency

**N/A**

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**802**

*Revised By*

**UIC 60508**

- By Navy

**780**

- By other services (including reserves and national guard)

**22**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**5,840 HOURS**

o. Number of scheduled hours in FY 1993

**401 HOURS**

- By Navy

**390 HOURS**

- By other services (including reserves and national guard)

**11 HOURS**

p. Number of hours used

**16 HOURS**

*40*

- By Navy

**390 HOURS**

- By other services (including reserves and national guard)

**11 HOURS**

*2*  
*CWATRA N3*  
*7-8-94*

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised by*

UIC 60508

**Airspace Designator:** VR-060

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**VISUAL FLIGHT ROUTE** (*MTR*)

b. Dimensions (nmi. x nmi. x ft)

**N/A x N/A x 100 AGL - 10,000**

c. Distance from main airfield

**66 MILES**

d. Time enroute from main airfield

**33 MINUTES**

e. Controlling agency

~~N/A~~ *not applicable*

f. Scheduling agency

**FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**

g. Are canned/stereo airways needed to access air space?

**UNKNOWN**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

*2*  
CMATRA N3  
*78-94*

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**



*Revised  
Pj*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

R

UIC 60508

Airspace Designator: VR-1082

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**VISUAL FLIGHT ROUTE MTR**

b. Dimensions (nmi. x nmi. x ft)

~~N/A~~ **VARIABLE**

*2  
CNATRA N3  
9/8/94*

c. Distance from main airfield

**APPROXIMATELY 25 NM**

d. Time enroute from main airfield

**12 MINUTES**

e. Controlling agency

**N/A**

f. Scheduling agency

**46 TW/DOAO EGLIN AFB, FL**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**UNKNOWN**

j. Number of low level airways (below 18,000 ft) that bisect airspace

~~NONE~~

*6  
2 (41Mx N38 Sept 94  
to)*

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace

**NONE**

R

UIC 60508

l. Number of sorties flown in FY 1993

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

~~5,840~~ HOURS

4380

o. Number of scheduled hours in FY 1993

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

p. Number of hours used

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING  
AND POINT TO POINT NAVIGATION**

2  
CRAMIC 123  
9-8-94

R

UIC 60508

Airspace Designator: VR-1084

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**VISUAL FLIGHT ROUTE MTR**

b. Dimensions (nmi. x nmi. x ft)

**N/A VARIABLE**

*2  
CNATRA N3  
9/8/94*

c. Distance from main airfield

**APPROXIMATELY 25 MILES**

d. Time enroute from main airfield

**12 MINUTES**

e. Controlling agency

**N/A**

f. Scheduling agency

**46 TW/DOAO EGLIN AFB, FL**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**UNKNOWN**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

*Three*

*2  
CNATRA N3  
9-8-94*

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

R

UIC 60508

l. Number of sorties flown in FY 1993

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

~~5,840~~ HOURS

4380

*2*  
*CLAIMED*  
*9894*

o. Number of scheduled hours in FY 1993

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

p. Number of hours used

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING  
AND POINT TO POINT NAVIGATION**

R

UIC 60508

**Airspace Designator: VR-1085**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**VISUAL FLIGHT ROUTE MTR**

b. Dimensions (nmi. x nmi. x ft)

~~N/A~~ **VARIABLE**

2  
CNATRA N3  
9/8/94

c. Distance from main airfield

**APPROXIMATELY 25 MILES**

d. Time enroute from main airfield

**12 MINUTES**

e. Controlling agency

**N/A**

f. Scheduling agency

**46 TW/DOAO EGLIN AFB, FL**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**UNKNOWN**

j. Number of low level airways (below 18,000 ft) that bisect airspace

~~NONE~~

Five

2  
CNATRA N3  
9-8-94

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace

**NONE**

R

UIC 60508

l. Number of sorties flown in FY 1993

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

~~5,840~~ HOURS

4380

~  
CALATMA 03  
5-8-94

o. Number of scheduled hours in FY 1993

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

p. Number of hours used

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING  
AND POINT TO POINT NAVIGATION**

**Airspace Designator: W453**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**WARNING AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 30nmi X 45nmi X SURF-FL500**
  
- c. Distance from main airfield  
**70 MILES**
  
- d. Time en route from main airfield  
**35 MINUTES**
  
- e. Controlling agency  
**FAA, ARTCC HOUSTON, TX**
  
- f. Scheduling agency  
**COMDR, ANG TRNG, GULFPORT, MS**
  
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**
  
- i. Is the airspace under communications coverage?  
**YES**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Number of sorties flown in FY 1993  
  
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**INTMT**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: W155A**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**WARNING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 63nmi X 47nmi X SURF-FL600**
- c. Distance from main airfield  
**50 MILES**
- d. Time en route from main airfield  
**25 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**FACSFAC PENSACOLA, FL**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**CONTINUOUS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised by*

UIC 60508

**Airspace Designator: W155 B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**WARNING AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600**

c. Distance from main airfield  
**75 MILES**

d. Time enroute from main airfield  
**37 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?  
~~UNKNOWN~~ *NO*

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

2  
*CNADRA N3*  
*7-8-94*

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy	6,466
<del>UNKNOWN</del>	3,880

2  
*CNADRA N3*  
*7-8-94*

*Revised*  
*py*

UIC 60508

- By other services (including reserves and national guard)

~~UNKNOWN~~

*600*  
*2582*

*2*  
*CNATRA N3*  
*8-4-94*

*2*  
*CNATRA N3*  
*7-8-94*

m. Percent of sorties cancelled due to weather.

~~UNKNOWN~~

*270* for Training Air Wing Six aircraft

n. Number of available daylight hours in FY 1993

~~UNKNOWN~~

*4380*

o. Number of scheduled hours in FY 1993

*1468*

- By Navy

~~UNKNOWN~~

*808*

- By other services (including reserves and national guard)

~~UNKNOWN~~

*660*

p. Number of hours used

*1109*

- By Navy

~~UNKNOWN~~

*609*

- By other services (including reserves and national guard)

~~UNKNOWN~~

*500*

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Air Combat Maneuvers*

*Bombing*

*Air to Air Gunnery*

*Surface to Air Gunnery*

*2*  
*CNATRA N3*  
*7-8-94*

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- By other services (including reserves and national guard)

~~UNKNOWN~~ 660

2  
CNATRA N3  
7-8-94

m. Percent of sorties cancelled due to weather.

~~UNKNOWN~~ 290 for Train Air Wing Six aircraft

n. Number of available daylight hours in FY 1993

~~UNKNOWN~~ 4380

o. Number of scheduled hours in FY 1993

1468

- By Navy

~~UNKNOWN~~ 808

- By other services (including reserves and national guard)

~~UNKNOWN~~ 660

p. Number of hours used

1109

- By Navy

~~UNKNOWN~~ 609

- By other services (including reserves and national guard)

~~UNKNOWN~~ 500

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

Air Combat Maneuvers

Bombing

Air to Air Gunnery

Surface to Air Gunnery

2  
CNATRA N3  
7-8-94



R

**Airspace Designator: W151A**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**WARNING AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 70nmi X 48nmi X UNLTD** ~~3400-51600~~  
UNLTD <sup>2</sup> CNATRA N3

c. Distance from main airfield  
**40 MILES** CNATRA N3  
9/27/94

d. Time en route from main airfield  
**20 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**FACSFAC PENSACOLA, FL**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**



**Airspace Designator: W151A**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**WARNING AREA**

b. Dimensions (nmi. x nmi. x ft)

**APPROXIMATELY 70nmi X 48nmi X UNLTD SURF - FL600**

✓  
**CNATRA N3**

c. Distance from main airfield

**40 MILES**

d. Time en route from main airfield

**20 MINUTES**

e. Controlling agency

**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency

**FACSFAC PENSACOLA, FL**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)  
UNKNOWN

m. Percent of sorties cancelled due to weather.  
UNKNOWN

n. Number of available daylight hours in FY 1993  
INTMT

o. Number of scheduled hours in FY 1993

- By Navy  
UNKNOWN

- By other services (including reserves and national guard)  
UNKNOWN

p. Number of hours used

- By Navy  
UNKNOWN

- By other services (including reserves and national guard)  
UNKNOWN

q. Types of training permitted  
UNKNOWN



R

**Airspace Designator: W151B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**WARNING AREA**

b. Dimensions (nmi. x nmi. x ft)

**APPROXIMATELY 66nmi X 33nmi X UNLTD SURF-FL800**

**UNLTD**

2  
CAMTRA N3

c. Distance from main airfield  
**75 MILES**

2  
CAMTRAN3  
9/27/94

d. Time enroute from main airfield  
**40 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**FACSFAC PENSACOLA, FL**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**



**Airspace Designator: W151B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**WARNING AREA**

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 66nmi X 33nmi X UNLTD SURF- FL600** 2  
CNS/TRA N3

c. Distance from main airfield  
**75 MILES**

d. Time enroute from main airfield  
**40 MINUTES**

e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**

f. Scheduling agency  
**FACSFAC PENSACOLA, FL**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**INTMT**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised by*

UIC 60508

Airspace Designator: W151 C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**WARNING AREA**

b. Dimensions (nmi. x nmi. x ft)

**42nmi. x 42nmi. x UNLTD**

c. Distance from main airfield

**82 MILES**

d. Time enroute from main airfield

**41 MINUTES**

e. Controlling agency

**FAA, ARTCC, JACKSONVILLE FL**

f. Scheduling agency

**3246 TESTW/DOSO**

g. Are canned/stereo airways needed to access air space?

**UNKNOWN**

*NO*

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

NASWF (3) MILITARY VALUES

61a R (June 24, 1994)

*2*  
*CAN/PTA*  
*N3*  
*7-8-94*

*revised by*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
~~**UNKNOWN**~~ *intermittent*

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*2*  
*Call me*  
*N3*  
*7-8-94*

**Airspace Designator: CAMDEN RIDGE MOA**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 40nmi X 32 nmi X 500 BUT TO NOT INCLUDE 10,000ft**
- c. Distance from main airfield  
**80 MILES**
- d. Time enroute from main airfield  
**40 MINUTES**
- e. Controlling agency  
**FAA, ARTCC ATLANTA, GA**
- f. Scheduling agency  
**187 FG**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**2955 HOURS**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised 87*

UIC 60508

**Airspace Designator:            TYNDALL MOA A**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000**
- c. Distance from main airfield  
**57 MILES**
- d. Time enroute from main airfield  
**28 MINUTES**
- e. Controlling agency  
**TYNDALL APPROACH CON**
- f. Scheduling agency  
**ADWC**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

*revised by*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

**Airspace Designator: TYNDALL MOA B**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 20nmi. x 13nmi. x 9,000 - 17,000**
- c. Distance from main airfield  
**64 MILES**
- d. Time enroute from main airfield  
**32 MINUTES**
- e. Controlling agency  
**TYNDALL APPROACH CON**
- f. Scheduling agency  
**ADWC**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

*Revised*  
*27*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*revised by*

UIC 60508

**Airspace Designator: TYNDALL MOA C**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**MILITARY OPERATING AREA**

b. Dimensions (nmi. x nmi. x ft)

**APPROX. 29nmi. x 20nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL - 6,000; 9,000 TO BUT NOT INCLUDING FL 180 BY NOTAM)**

c. Distance from main airfield

**74 MILES**

d. Time enroute from main airfield

**37 MINUTES**

e. Controlling agency

**TYNDALL APPROACH CON**

f. Scheduling agency

**ADWC**

g. Are canned/stereo airways needed to access air space?

**UNKNOWN**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**YES**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

*revised  
pg*

**UIC 60508**

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised B3*

UIC 60508

**Airspace Designator: TYNDALL MOA D**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)**
- c. Distance from main airfield  
**93 MILES**
- d. Time enroute from main airfield  
**47 MINUTES**
- e. Controlling agency  
**TYNDALL APPROACH CON**
- f. Scheduling agency  
**ADWC**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy

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**UIC 60508**

**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised by*

UIC 60508

**Airspace Designator: TYNDALL MOA E**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 37nmi. x 30nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- c. Distance from main airfield  
**96 MILES**
- d. Time enroute from main airfield  
**48 MINUTES**
- e. Controlling agency  
**TYNDALL APPROACH CON**
- f. Scheduling agency  
**ADWC**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993

*revised fg*

**UIC 60508**

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**UNKNOWN**

*Revised by*

UIC 60508

**Airspace Designator: TYNDALL MOA F**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- c. Distance from main airfield  
**98 MILES**
- d. Time enroute from main airfield  
**49 MINUTES**
- e. Controlling agency  
**TYNDALL APPROACH CON**
- f. Scheduling agency  
**ADWC**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy

*Revised by*

**UIC 60508**

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

q. Types of training permitted

**UNKNOWN**

## Facilities

### A. Air Space and Flight Training Areas (cont)

2. List all the air-to-ground training ranges within 100 nmi. of your air station. For each range, provide the following data:

#### Range Name:R2103

- a. Location (city/county and state)  
**FORT RUCKER, AL**
- b. Distance from main airfield  
**75 MILES**
- c. Time enroute from main airfield  
**45 MINUTES**
- d. Controlling agency  
**FAA, ARTCC, JACKSONVILLE, FL.**
- e. Scheduling agency  
**COMDR, US ARMY AVN CNTR FORT RUCKER, AL.**
- f. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- g. Is the airspace under radar coverage?  
**YES**
- h. Is the airspace under communications coverage?  
**YES**
- i. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- j. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

k. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

l. Percent of sorties cancelled due to weather.

**UNKNOWN**

m. Number of available daylight hours in FY 1993

**CONTINUOUS**

n. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

o. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

**Range Name:R2917**

- a. Location (city/county and state)  
**DE FUNIAK SPRINGS, FL.**
- b. Distance from main airfield  
**43 MILES**
- c. Time enroute from main airfield  
**23 MINUTES**
- d. Controlling agency  
**FAA, ARTCC, JACKSONVILLE, FL.**
- e. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB,FL**
- f. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- g. Is the airspace under radar coverage?  
**YES**
- h. Is the airspace under communications coverage?  
**YES**
- i. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- j. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- k. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**

l. Percent of sorties cancelled due to weather.  
**UNKNOWN**

m. Number of available daylight hours in FY 1993  
**CONTINUOUS**

n. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

o. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Types of training permitted  
**UNKNOWN**

revised by

UIC 60508

Airspace Designator: IR-038

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**INSTRUMENT FLIGHT ROUTE (IMR)**

b. Dimensions (nmi. x nmi. x ft)

*N/A variable*

2  
CNATRA N3

7-8-94

c. Distance from main airfield

**53 MILES**

d. Time enroute from main airfield

**13 MINUTES**

e. Controlling agency

*N/A not applicable available*

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

~~NO~~ *yes*

2  
CNATRA N3

8-4-94

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**3**

*Revised by*

UIC 60508

Airspace Designator: IR-038

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**INSTRUMENT FLIGHT ROUTE (IRM)**

b. Dimensions (nmi. x nmi. x ft)

*N/A variable*

c. Distance from main airfield

**53 MILES**

d. Time enroute from main airfield

**13 MINUTES**

e. Controlling agency

*N/A not applicable Available*

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**3**

*CNAMA 23  
7-8-94*

Revised by

UIC 60508

- By Navy

3

- By other services (including reserves and national guard)

0

m. Percent of sorties cancelled due to weather.

~~UNKNOWN~~

Less than 1% for training Air Line C

n. Number of available daylight hours in FY 1993

4,380 HOURS

amcigt  $\frac{2}{}$

CNAMN 23

7-8-94

o. Number of scheduled hours in FY 1993

3 HOURS

- By Navy

3 HOURS

- By other services (including reserves and national guard)

0 HOURS

p. Number of hours used

3 } ~~16~~ HOURS

$\frac{2}{}$

CNAMN 23

7-8-94

- By Navy

3 HOURS

- By other services (including reserves and national guard)

0 HOURS

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

Revised for

UIC 60508

Airspace Designator: IR-040

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)

~~N/A~~ variable

c. Distance from main airfield

**53 MILES**

2  
CNAFRA N3

d. Time enroute from main airfield

**13 MINUTES**

7-8-94

e. Controlling agency

~~N/A~~ not applicable  
applicable

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

~~NO~~ YES 2  
CNAFRA N3  
8-4-94

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**167**

*Edward B*

UIC 60508

Airspace Designator: IR-040

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)

~~N/A~~ *variable*

c. Distance from main airfield

**53 MILES**

d. Time enroute from main airfield

**13 MINUTES**

e. Controlling agency

~~N/A~~ *NOT applicable*  
*available*

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**167**

*2*  
*CNANA W3*  
*7-8-94*

- By Navy  
**161**
- By other services (including reserves and national guard)  
**6**

m. Percent of sorties cancelled due to weather.

~~UNKNOWN~~ Less Than 10% for Training Air Wing 6 aircraft.

n. Number of available daylight hours in FY 1993  
**5,840 HOURS**

o. Number of scheduled hours in FY 1993  
**83 HOURS**

- By Navy  
**80 HOURS**
- By other services (including reserves and national guard)  
**3 HOURS**

p. Number of hours used  
**83** ~~16 HOURS~~

2  
CNATRA N3  
7-8-94

- By Navy  
**80 HOURS**
- By other services (including reserves and national guard)  
**3 HOURS**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised by*

UIC 60508

Airspace Designator: IR-021

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**INSTRUMENT FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)

*N/A* *variable*

*CN ATIS M3*  
*7-8-94*

c. Distance from main airfield

**28 MILES**

d. Time enroute from main airfield

**7 MINUTES**

e. Controlling agency

*N/A* *not applicable*  
*available*

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**32**

- By Navy  
**28**
- By other services (including reserves and national guard)  
**4**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**5,840 HOURS**

o. Number of scheduled hours in FY 1993  
**16 HOURS**

- By Navy  
**14 HOURS**

- By other services (including reserves and national guard)  
**2 HOURS**

p. Number of hours used  
**16 HOURS**

- By Navy  
**14 HOURS**

- By other services (including reserves and national guard)  
**2 HOURS**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

UIC 60508

Airspace Designator: IR-037

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)

*N/A Variable*

c. Distance from main airfield

**67 MILES**

d. Time enroute from main airfield

**17 MINUTES**

e. Controlling agency

*N/A Not applicable available*

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

*NO YES*

*ENATRA NS*

*8-4-94*

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**183**

*2*  
*ENATRA NS*  
*7-8-94*

*Revised pg*

UIC 60508

Airspace Designator: IR-037

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)

*N/A Variable*

c. Distance from main airfield

**67 MILES**

d. Time enroute from main airfield

**17 MINUTES**

e. Controlling agency

*N/A NOT APPLICABLE AVAILABLE*

f. Scheduling agency

**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

**183**

*2  
CNAFMA-ND  
7-8-94*

revised  
FS

UIC 60508

- By Navy

175

- By other services (including reserves and national guard)

8

m. Percent of sorties cancelled due to weather.

UNKNOWN

n. Number of available daylight hours in FY 1993

~~5,840~~ HOURS

4380

o. Number of scheduled hours in FY 1993

92 HOURS

- By Navy

88 HOURS

- By other services (including reserves and national guard)

4 HOURS

p. Number of hours used

~~16~~ HOURS

92

- By Navy

88 HOURS

- By other services (including reserves and national guard)

4 HOURS

q. Types of training permitted

INSTRUMENT FLIGHT TRAINING AND

POINT TO POINT NAVIGATION

2  
CNAFMA 03  
8-4-94

2  
CNAFMA 03  
7-9-94

*revised pg*

UIC 60508

- By Navy

**175**

- By other services (including reserves and national guard)

**8**

m. Percent of sorties cancelled due to weather.

**UNKNOWN**

n. Number of available daylight hours in FY 1993

**5,840 HOURS**

o. Number of scheduled hours in FY 1993

**92 HOURS**

- By Navy

**88 HOURS**

- By other services (including reserves and national guard)

**4 HOURS**

p. Number of hours used

*92* ~~16~~ **HOURS**

- By Navy

**88 HOURS**

- By other services (including reserves and national guard)

**4 HOURS**

*2*  
*ENRADA N3*  
*7-9-94*

q. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND**

**POINT TO POINT NAVIGATION**

revised pg

UIC 60508

Airspace Designator: IR-015

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 7,000**
- c. Distance from main airfield  
**41 MILES**
- d. Time enroute from main airfield  
**20 MINUTES**
- e. Controlling agency  
**~~N/A~~ NOT APPLICABLE AVAILABLE**
- f. Scheduling agency  
**OSS/OSTA MOODY AFB, GA**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**NO**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

2  
CHARTS 703  
7-8-97

*inserted pg*

UIC 60508

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*revised pg*

UIC 60508

**Airspace Designator:**        **IR-017**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (IR)**

b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 3,000**

*2*  
*CNATRA 23*  
*7-8-94*

c. Distance from main airfield  
**41 MILES**

d. Time enroute from main airfield  
**20 MINUTES**

e. Controlling agency  
*N/A not available*

f. Scheduling agency  
**FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**NO**

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993  
  
- By Navy  
**UNKNOWN**

*revised pg*

UIC 60508

- By other services (including reserves and national guard)  
UNKNOWN

m. Percent of sorties cancelled due to weather.  
UNKNOWN

n. Number of available daylight hours in FY 1993  
UNKNOWN

o. Number of scheduled hours in FY 1993

- By Navy  
UNKNOWN

- By other services (including reserves and national guard)  
UNKNOWN

p. Number of hours used

- By Navy  
UNKNOWN

- By other services (including reserves and national guard)  
UNKNOWN

q. Types of training permitted  
INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION

revised by

UIC 60508

Airspace Designator: IR-019

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (IRM)**

b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 4,000 - 7,000**

c. Distance from main airfield  
**88 MILES**

d. Time enroute from main airfield  
**44 MINUTES**

e. Controlling agency  
~~N/A~~ *not applicable available*

f. Scheduling agency  
**FACSFAC JACKSONVILLE**

g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
~~NO~~ *yes* 2  
*CNATRA N3*  
*8-4-94*

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993  
- By Navy  
**UNKNOWN**

2  
*CNATRA N3*  
*7-8-94*

Revised by

UIC 60508

**Airspace Designator:      IR-019**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**INSTRUMENT FLIGHT ROUTE (IRM)**

b. Dimensions (nmi. x nmi. x ft)

**N/A x N/A x 4,000 - 7,000**

c. Distance from main airfield

**88 MILES**

d. Time enroute from main airfield

**44 MINUTES**

e. Controlling agency

**N/A**    *not applicable available*

f. Scheduling agency

**FACSFAC JACKSONVILLE**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

*CNATRA N3  
7-8-94*

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised by*

UIC 60508

Airspace Designator: IR-030

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 6,000**

*2*  
*CNATRA N3*  
*7-8-97*

c. Distance from main airfield  
**32 MILES**

d. Time enroute from main airfield  
**16 MINUTES**

e. Controlling agency  
**N/A** ~~not available~~ *not available*

f. Scheduling agency  
**NAWC, PATUXENT RIVER, MD**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**NO yes**

*2*  
*CNATRA N3*  
*8-4-94*

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy  
**UNKNOWN**

revised pg

UIC 60508

**Airspace Designator:        IR-030**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**INSTRUMENT FLIGHT ROUTE (MTR)**

b. Dimensions (nmi. x nmi. x ft)

**N/A x N/A x 500 AGL - 6,000**

*2*  
*C/NATRA #3*  
*7-8-97*

c. Distance from main airfield

**32 MILES**

d. Time enroute from main airfield

**16 MINUTES**

e. Controlling agency

~~N/A~~ ~~not available~~ *not available*

f. Scheduling agency

**NAWC, PATUXENT RIVER, MD**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised*  
*AS*

UIC 60508

Airspace Designator: IR-031

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 6,000**
- c. Distance from main airfield  
**27 MILES**
- d. Time enroute from main airfield  
**13 MINUTES**
- e. Controlling agency  
**N/A** *not available*
- f. Scheduling agency  
**NAWC, PATUXENT RIVER, MD**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**NO** *yes* 2  
**CNATRA N3**  
**8-4-94**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993  
**- By Navy**  
**UNKNOWN**

CNATRA N3  
**7-8-94**



*revised  
py*

**UIC 60508**

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

revised  
PJ

UIC 60508

Airspace Designator: IR-057

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (IRM)**

b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 250 AGL - 3,000**

2  
CNATRA N3  
7-8-94

c. Distance from main airfield  
**12 MILES**

d. Time enroute from main airfield  
**6 MINUTES**

e. Controlling agency  
**N/A** not available

f. Scheduling agency  
**SOSS/OGSC, HURLBURT FIELD, FL**

g. Are canned/stereo airways needed to access air space?  
**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?  
**NO** yes

2  
CNATRA N3  
8-4-94

i. Is the airspace under communications coverage?  
**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

revised  
pg

UIC 60508

**Airspace Designator: IR-057**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (IRM)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 250 AGL - 3,000**
- c. Distance from main airfield  
**12 MILES**
- d. Time enroute from main airfield  
**6 MINUTES**
- e. Controlling agency  
~~N/A~~ *not available*
- f. Scheduling agency  
**SOSS/OGSC, HURLBURT FIELD, FL**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IMC, VMC, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**NO**
- i. Is the airspace under communications coverage?  
**YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**
- l. Number of sorties flown in FY 1993
  - By Navy  
**UNKNOWN**

2  
CNAFPA N3  
7-8-94

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*revised page*

UIC 60508

Airspace Designator: IR-059

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**INSTRUMENT FLIGHT ROUTE (IRM)**

b. Dimensions (nmi. x nmi. x ft)

**N/A x N/A x 250 AGL - 3,000**

*2*  
*C/N/D/A N3*  
*7-8-94*

c. Distance from main airfield

**12 MILES**

d. Time enroute from main airfield

**6 MINUTES**

e. Controlling agency

**N/A** *not available*

f. Scheduling agency

**SOSS/OGSC, HURLBURT FIELD, FL**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO** *yes*

*2*  
*C/N/D/A N3*  
*8-4-94*

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

*Revised*  
*MS*

UIC 60508

**Airspace Designator: IR-059**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

**INSTRUMENT FLIGHT ROUTE** (*IRM*)

b. Dimensions (nmi. x nmi. x ft)

**N/A x N/A x 250 AGL - 3,000**

c. Distance from main airfield

**12 MILES**

d. Time enroute from main airfield

**6 MINUTES**

e. Controlling agency

~~N/A~~ *not available*

f. Scheduling agency

**SOSS/OGSC, HURLBURT FIELD, FL**

g. Are canned/stereo airways needed to access air space?

**NO**

- If so, how many?

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?

**NO**

i. Is the airspace under communications coverage?

**YES**

j. Number of low level airways (below 18,000 ft) that bisect airspace

**NONE**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

**NONE**

l. Number of sorties flown in FY 1993

- By Navy

**UNKNOWN**

*2*  
*CANADA 123*  
*7-8-94*

- By other services (including reserves and national guard)  
**UNKNOWN**

m. Percent of sorties cancelled due to weather.  
**UNKNOWN**

n. Number of available daylight hours in FY 1993  
**UNKNOWN**

o. Number of scheduled hours in FY 1993

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

p. Number of hours used

- By Navy  
**UNKNOWN**

- By other services (including reserves and national guard)  
**UNKNOWN**

q. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

## Facilities

### A. Air Space and Flight Training Areas (cont)

3. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield. (Provide annotated diagram if appropriate)

**The airspace in this region is less complex than in most other regions in the United States. Airway and jet route traffic density in the vicinity of naval areas of interest is relatively low.**

**The Pensacola Complex schedules and utilizes Alert Area 292, the Pensacola North and south MOA's, W-155, R-2908 and 18 IR/VR routes. All areas are used for basic and undergraduate pilot training except R-2908. This restricted area is almost exclusively used by the Navy Blue Angels and is controlled on a real time basis by Pensacola TRACON.**

**The primary airspace used by NASWF for flight training in the northwest Florida/south Alabama area is Alert Area 292, the Pensacola North MOA, and the airspace around Crestview Florida. The Alert Area is bisected by V198/241 airway going east/west. The southern border is Warning Area 155A. It is bounded on the west by V454/552, on the north by V70/454, and on the east by V115 plus Restricted Area 2915. Within this area are three class "C" airspaces, (NAS Whiting Field, NAS Pensacola, Pensacola Regional) with Pensacola Approach Control being the main air traffic control facility for the majority of the area. The area is governed by Jacksonville Center.**

See attachment 1 for copy of sectional.

4. Are air station operations currently affected by the major air traffic structures within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

NO

## Facilities

### A. Air Space and Flight Training Areas (cont)

5. Are there planned changes to the major air traffic structures in the region? If so, will these changes affect air station operations. Describe the effect.

NO

6. Does the current system of air traffic control (ATC) routes limit aircraft flights between the air station and all associated training areas? If so, describe these limitations.

NO

7. Does the air station experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

NO

8. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit air station operations?

NO

9. Does the current airspace which you schedule/control permit Advanced Strike training? If not, explain why.

**NO, THERE ARE NO REQUIREMENTS WITH ASSIGNED AIRCRAFT.**

10. Is there airspace within 50 NM which permits Advanced Strike training?

YES

11. Does the current airspace configuration permit helicopter training? If not, explain why.

YES

12. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

NO

R

Facilities

A. Air Space and Flight training Areas (cont.)

13. For each stage and for each type of undergraduate pilot flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

Stage	Strike	E2/C2	Maritime	Helo	Primary
Familiarization	N/A	N/A	N/A	LR	LR
Basic Instrument	"	"	"	LP	LP
Radio Instrument	"	"	"	LP	LP
Formation	"	"	"	LP	LP
Tactical Formation	"	"	"	LR	LR
Airway Navigation	"	"	"	LR	LR
Visual Navigation	"	"	"	LR	LR
Overwater Navigation	"	"	"	WR	N/A
Out-of-control Flight	"	"	"	N/A	LR
Carrier Qualifications	"	"	"	N/A	N/A
Air Combat Maneuvers	"	"	"	N/A	N/A
Operational Navigation	"	"	"	LR	N/A
Weapons	"	"	"	N/A	N/A
Gunnery	"	"	"	N/A	N/A
Precision Aerobatics	"	"	"	N/A	N/A
Helo Tactics	"	"	"	LR	N/A
Helo Ship Qualifications	"	"	"	WR	N/A
Aerobatics	N/A	N/A	N/A	N/A	LP

R WRM  
R MAM  
R MAM

Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)  
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

**Facilities**

**A. Air Space and Flight training Areas (cont.)**

13. For each stage and for each type of undergraduate pilot flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

Stage	Strike	E2/C2	Maritime	Helo	Primary
Familiarization	N/A	N/A	N/A	LR	LR
Basic Instrument	"	"	"	LP	LP
Radio Instrument	"	"	"	LP	LP
Formation	"	"	"	LP	LP
Tactical Formation	"	"	"	LR	<del>LR</del> LP
Airway Navigation	"	"	"	LR	LR
Visual Navigation	"	"	"	LR	LR
Overwater Navigation	"	"	"	WR	N/A
Out-of-control Flight	"	"	"	N/A	LR
Carrier Qualifications	"	"	"	N/A	N/A
Air Combat Maneuvers	"	"	"	N/A	N/A
Operational Navigation	"	"	"	<del>LR</del> LR	<del>LR</del> N/A
Weapons	"	"	"	N/A	N/A
Gunnery	"	"	"	N/A	N/A
Precision Aerobatics	"	"	"	N/A	<del>LR</del> NP
Helo Tactics	"	"	"	LR	N/A
Helo Ship Qualifications	"	"	"	WR	N/A
AEROBATICS	NA	NA	NA	NA	LP

*GR Manley  
CNET N443  
03 MAR 94*

*2  
CNATRA NJ*

Key: LR (Overland Required)    WR (Overwater Required)    NP (No Preference)  
 LP (Overland Preferred)    WP (Overwater Preferred)    NA (Not Applicable)

**Facilities**

**A. Air Space and Flight training Areas (cont.)**

14. For each stage and for each type of undergraduate NFO flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

**QUESTION NOT APPLICABLE TO NAS WHITING FIELD**

Stage	OJN	RIO	TN
<b>Radar Navigation</b>	N/A	"	"
<b>Surface Search</b>	N/A	"	"
<b>Low Level</b>	N/A	"	"
<b>AirwaysNav/Radar/Low Level</b>	N/A	"	"
<b>Familiarization</b>	N/A	"	"
<b>Tactical Low Level</b>	N/A	"	"
<b>Advanced Tactical Maneuvers</b>	N/A	"	"
<b>Pursuit Intercepts</b>	N/A	"	"
<b>Attack/Reattack Intercepts</b>	N/A	"	"
<b>Conversion Intercepts</b>	N/A	"	"
<b>Unknown Intercepts</b>	N/A	"	"
<b>Advanced Intercepts</b>	N/A	"	"

Key: LR (Overland Required)    WR (Overwater Required)    NP (No Preference)  
 LP (Overland Preferred)    WP (Overwater Preferred)    NA (Not Applicable)

**Facilities**

**B. Airfields**

1. For the main airfield(s) and each auxiliary and outlying field, provide the following data  
**LABELING FOR QUESTIONS BELOW MODIFIED TO ELIMINATE DUPLICATE "e" QUESTIONS**

**Airfield Name: NORTH WHITING AIRPORT**

- a. Location:  
MILTON ,FL. 30 43.4'N 87 01.3'W
- b. Distance from main field:  
N/A
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
~~NO FOR FIXED WING. YES FOR ROTARY WING.~~ ↖  
CNATRA N3  
YES (INDEPENDENT OF SOUTH WHITING FIELD)
- d. Does the airfield have parallel or dual offset runways?  
NO
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
NO
- f. Does the airfield have full-length parallel taxiways?  
NO
- g. Does the airfield have high speed taxiways?  
NO
- h. Does the airfield have a crosswind runway?  
YES, TWO LIGHTED 6000 FOOT INTERSECTING RUNWAYS THAT ARE 200 FEET WIDE. APPROACH LIGHTS ON ONE RUNWAY. PAPI LIGHTS ON ALL RUNWAYS. TACAN AND ASR APPROACHES TO AIRPORT. ALL CLASS "A" CLEAR ZONES ARE NAVY OWNED
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
NO

j. How much capacity is lost?

N/A

k. What percent of the time do conditions force the crosswind runway to be used?

RUNWAYS 05/23 = 51.67%  
RUNWAYS 14/32 = 48.33%

NOTE: THESE NUMBERS REPRESENT % UTILIZATION OF EACH RUNWAY. BOTH RUNWAYS ARE CONSIDERED AS PRIMARY. NEITHER RUNWAY IS CLASSIFIED AS A CROSSWIND RUNWAY. GDMankley CNET W443 92 MAY 94.

l. Is the airfield equipped to support IFR flight operations?

YES

m. Is the airfield owned by the navy or leased?

OWNED

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

SEE "h." RUNWAYS WOULD SUPPORT ALL OPERATIONS.

**Airfield Name: SOUTH WHITING AIRPORT**

a. Location:

MILTON, FL. 30 41.8'N 87 01.0'W

b. Distance from main field:

N/A

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?

~~NO~~ YES, (INDEPENDENT OF NORTH WHITING FIELD)

2  
CNATRA N3

d. Does the airfield have parallel or dual offset runways?

NO

e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

N/A

f. Does the airfield have full-length parallel taxiways?

NO

g. Does the airfield have high speed taxiways?

NO

h. Does the airfield have a crosswind runway?

YES, TWO LIGHTED 6000 FOOT INTERSECTING RUNWAYS THAT ARE 200 FEET WIDE. TACAN, PAR, AND ASR APPROACHES TO AIRPORT. CLASS "A" CLEAR ZONES FOR TWO RUNWAYS ARE NAVY OWNED AND REMAINING CLEAR ZONES UNDER ACQUISITION MANAGEMENT (APPROXIMATELY 90 ACRES OF FOREST LAND).

i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?

NO

j. How much capacity is lost?

N/A

k. What percent of the time do conditions force the crosswind runway to be used?

RUNWAYS 14/32 = 56.44%  
RUNWAYS 05/23 = 43.56%

NOTE: THESE NUMBERS REPRESENT % UTILIZATION OF EACH RUNWAY. BOTH RUNWAYS ARE CONSIDERED AS PRIMARY. NEITHER RUNWAY IS CLASSIFIED AS A CROSSWIND RUNWAY.

GRMawley CNET N3443 02 MAY 94

l. Is the airfield equipped to support IFR flight operations?

YES, BOTH FIXED WING AND ROTARY

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**RUNWAY COMPLEX WOULD SUPPORT ANY OF THESE OPERATIONS. PRIMARILY USED FOR ROTARY AIRCRAFT WHICH ALLOWS FLEXIBILITY IN DEPARTING AND ARRIVING AT VARIOUS LOCATIONS ON THE AIRPORT PROPERTY. CURRENTLY SUPPORTS FIXED WING PRIMARY AND INTERMEDIATE FLIGHT TRAINING. CAN SUPPORT JPATS.**

**Airfield Name: NOLF BARIN**

- a. Location:  
FOLEY, AL. 30 23'N 87 38'W
- b. Distance from main field:  
44 MILES SW OF NASWF
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
NO, FOR FIXED WING. YES FOR ROTARY.
- d. Does the airfield have parallel or dual offset runways?  
NO
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
N/A
- f. Does the airfield have full-length parallel taxiways?  
NO
- g. Does the airfield have high speed taxiways?  
NO
- h. Does the airfield have a crosswind runway?  
YES, TWO 4000 FOOT RUNWAYS DESIGNED TO ACCOMMODATE DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. EXPANDABLE FOR JPATS IF SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4000 FEET OF RUNWAY.
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
NO
- j. How much capacity is lost?  
N/A
- k. What percent of the time do conditions force the crosswind runway to be used?  
RUNWAY 15/33      50.97%  
RUNWAY 9/27      49.03%
- l. Is the airfield equipped to support IFR flight operations?  
NO

*Note: These numbers represent % utilization of each runway. Both runways are considered primary. Neither runway is classified as a crosswind runway.*  
J. Manley  
CVET N443  
02MAR94

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h."**

**Airfield Name: NOLF BREWTON (BREWTON MUND)**

- a. Location:  
**BREWTON, AL. 31 03'N 87 09'W**
- b. Distance from main field:  
**23.5 MILES N OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO**
- f. Does the airfield have full-length parallel taxiways?  
**NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES, TWO RUNWAYS (4067 AND 5138 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**

k. What percent of the time do conditions force the crosswind runway to be used?  
**RUNWAY 12/30 68.81%**  
**RUNWAY 06/24 31.19%**

*Note: These ~~are~~ numbers represent % utilization of each runway. Both runways are considered as primary. Neither runway is classified as a crosswind runway.*

*CD Manley  
CNET N443  
02 MAY 94*

MILITARY VALUE

l. Is the airfield equipped to support IFR flight operations?

**YES**

m. Is the airfield owned by the navy or leased?

**LEASED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h.". CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA.**

**Airfield Name: NOLF EVERGREEN (MIDDLETON AIRPORT)**

- a. Location:  
EVERGREEN, AL. 31 25'N 87 03'W
- b. Distance from main field:  
49 MILES <sup>N</sup> OF NASWF
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
NO
- d. Does the airfield have parallel or dual offset runways?  
NO
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
N/A
- f. Does the airfield have full-length parallel taxiways?  
YES.
- g. Does the airfield have high speed taxiways?  
NO
- h. Does the airfield have a crosswind runway?  
YES, TWO 4000 FOOT RUNWAYS CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS. AUTOMATIC WEATHER STATION ON AIRFIELD..
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
NO
- j. How much capacity is lost?  
N/A

k. What percent of the time do conditions force the crosswind runway to be used?  
RUNWAY 09/27      56.31%  
RUNWAY 18/36      43.69%

*Note: These numbers represent % utilization of each runway. Both runways are considered as primary. Neither runway is classified as a crosswind runway.*

*SWW  
CNET  
N-35531*

MILITARY VALUE

80

*CD Manley  
CNET N4431  
42 MAR 94*

1. Is the airfield equipped to support IFR flight operations?

**YES.**

m. Is the airfield owned by the navy or leased?

**LEASED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h.". CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA.**

**Airfield Name: NOLF HAROLD**

- a. Location:  
**HAROLD, FL. 30 41'N 86 53'W**
  
- b. Distance from main field:  
**8.5 MILES E OF NASWF**
  
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
  
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
  
- f. Does the airfield have full-length parallel taxiways?  
**NO**
  
- g. Does the airfield have high speed taxiways?  
**NO**
  
- h. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYLIGHT HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL FIELD. COURSES 09, 18, 27, AND 36.**
  
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
  
- j. How much capacity is lost?  
**N/A**
  
- k. What percent of the time do conditions force the crosswind runway to be used?  
**COURSES 18/36 64.26%  
COURSES 09/27 35.74%**
  
- l. Is the airfield equipped to support IFR flight operations?  
**NO**

*Note: These numbers represent % utilization of each course. Both courses are considered as primary. Neither course is classified as a crosswind.*  
*GP Manley  
CWET 2443  
02 MAY 94*

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h.". DESIGNED FOR ROTARY TACTICS AND EXTERNAL LOAD OPERATIONS AS WELL AS CONFINED AREA LANDINGS.**

**Airfield Name: NOLF HOLLEY**

- a. Location:  
**HOLLEY-NAVARRE, FL. 30 26'N 86 54'W**
  
- b. Distance from main field:  
**21 MILES SSE OF NASWF**
  
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
  
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
  
- f. Does the airfield have full-length parallel taxiways?  
**NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.**
  
- g. Does the airfield have high speed taxiways?  
**NO.**
  
- h. Does the airfield have a crosswind runway?  
**YES. TWO RUNWAYS (3600 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. CLOSED RUNWAY USED AS A TAXIWAY. NOT EXPANDABLE FOR JET AIRCRAFT.**
  
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
  
- j. How much capacity is lost?  
**N/A**
  
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>RUNWAY 17/35</b>	<b>54.87%</b>	<i>Note: These numbers represent % utilization of each runway. Both runways are considered as primary. Neither runway is classified as a crosswind runway.</i>
<b>RUNWAY 09/27</b>	<b>45.13%</b>	
  
- l. Is the airfield equipped to support IFR flight operations?  
**NO**  
*At Manley  
CWT 1463  
02MAR94*

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h."**

**Airfield Name: NOLF PACE**

- a. Location:  
**WALLACE, FL. 30 42'N 87 12'W**
- b. Distance from main field:  
**11 MILES W OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
- f. Does the airfield have full-length parallel taxiways?  
**NO**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS. COURSES OF 09, 27, 18, AND 36.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>COURSES 18/36</b>	<b>53.86%</b>	<i>Note: These numbers represent % utilization of each course. Both <del>primary</del> courses are considered as primaries. Neither course is classified as a crosswind course.</i>
<b>COURSES 09/27</b>	<b>46.14%</b>	
- l. Is the airfield equipped to support IFR flight operations?  
**NO**

*OP Manley  
CWET N 443  
02 MAR 94*

m. Is the airfield owned by the Navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h."**

**Airfield Name: NOLF SANTA ROSA**

- a. Location:  
**MILTON, FL. 30 36'N 86 56'W**
- b. Distance from main field:  
**8.5 MILES SSE OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
- f. Does the airfield have full-length parallel taxiways?  
**NO**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES, AIRFIELD WITH FOUR RUNWAYS (4500 FEET BY 150 FEET) CAPABLE OF AND USED FOR DAY/NIGHT HELICOPTER OPERATIONS. RUNWAY AND GRASS (SOD) AREAS USED FOR LANDINGS. SECTION OF ONE RUNWAY LIGHTED FOR NIGHT OPERATIONS. INSTRUMENT RECOVERY AIRFIELD FOR HELICOPTERS USING THE SANTA ROSA TACAN AND THE CRESTVIEW VORTAC. COURSES OF 09, 18, 27, AND 36. FIELD IS JPATS CAPABLE**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>COURSE 18/36</b>	<b>64.88%</b>	<i>Note: These numbers represent % utilization of each course. Both courses are considered as primaries. Neither course is considered as a crosswind course.</i>
<b>COURSES 09/27</b>	<b>35.12%</b>	

MILITARY VALUE

*at Manly  
CWET N443  
02 MAY 94*

1. Is the airfield equipped to support IFR flight operations?

**YES**

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h.". SANTA ROSA COULD ALSO SUPPORT PROP TRAINING.**

**Airfield Name: NOLF SAUFLEY**

- a. Location:  
**PENSACOLA, FL. 30 28'N 87 20'W**
- b. Distance from main field:  
**26 MILES SSW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR HELICOPTER.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
- f. Does the airfield have full-length parallel taxiways?  
**NO**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES, TWO RUNWAYS (4000 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4000 FEET OF RUNWAY.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>RUNWAY 05/23</b>	<b>57.75%</b>	<i>Note: These numbers represent % utilization of both runways. Both runways are considered as primaries. Neither runway is classified as a crosswind runway.</i>
<b>RUNWAY 14/32</b>	<b>42.25%</b>	
- l. Is the airfield equipped to support IFR flight operations?  
**NO**

*as a crosswind runway.*  
*CDMandy*  
*CNET N443*  
*02 MAY 94*

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h.". WOULD SUPPORT ROTARY OR PROP AIRCRAFT.**

**Airfield Name: NOLF SILVERHILL**

- a. Location:  
**ROBERTSDALE, AL 30 43'N 87 49'W**
- b. Distance from main field:  
**47 MILES WSW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR HELICOPTERS.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
- f. Does the airfield have full-length parallel taxiways?  
**NO. INTERSECTING RUNWAYS SERVE AS TAXIWAYS.**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES, THREE RUNWAYS (TWO AT 2915, AND ONE AT 3000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>RUNWAY 09/27</b>	<b>75.41%</b>	<i>Note: These numbers represent % utilization of each runway. Both runways are considered as primary. Neither runway is classified as a crosswind runway.</i>
<b>RUNWAY 16/34</b>	<b>24.59%</b>	
<b>RUNWAY 05/23</b>	<b>CLOSED FOR REPAIRS</b>	
- l. Is the airfield equipped to support IFR flight operations?  
**NO**

*AEMantry  
CNET N443  
02 MAY 94*

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h."**

**Airfield Name: NOLF SITE 8**

- a. Location:  
**PENSACOLA, FL. 30 32'N 87 22'W**
- b. Distance from main field:  
**25.5 MILES SW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES. TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
- f. Does the airfield have full-length parallel taxiways?  
**NO**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL AIRFIELD. HELICOPTER REFUELING FACILITY ON SITE. COURSES OF 09, 18, 27, AND 36.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>COURSES 09/27</b>	<b>54.46%</b>	<i>Note: These numbers represent % utilization of each course. Both courses are considered as primaries. Neither course is classified as a crosswind course.</i>
<b>COURSES 18/36</b>	<b>45.54%</b>	
- l. Is the airfield equipped to support IFR flight operations?  
**NO. DOES SUPPORT PRACTICE INSTRUMENT APPROACHES AND DEPARTURES IN VFR ONLY CONDITIONS.**

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**DESIGNED TO SUPPORT ROTARY OPERATIONS, EXTERNAL LOAD OPERATIONS AND CONFINED AREA LANDINGS. HAS CLOSED CIRCUIT REFUELING.**

**Airfield Name: NOLF SPENCER**

- a. Location:  
**PACE, FL. 30 37'N 87 08'W**
- b. Distance from main field:  
**9.5 MILES SW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
- f. Does the airfield have full-length parallel taxiways?  
**NO**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. RUNWAY SURFACES USED AS LANDING PADS AND NOT AS RUNWAYS. HELICOPTER REFUELING FACILITY ON SITE. COURSES 09, 18, 27, AND 36.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>COURSES 18/36</b>	<b>58.56%</b>	<i>Note: These numbers represent % utilization of each course. Both courses are considered as primaries. Neither course is classified as a crosswind course.</i>
<b>COURSES 09/27</b>	<b>41.44%</b>	
- l. Is the airfield equipped to support IFR flight operations?  
**NO**

*W. H. Mankin  
CNET 2443  
02 MAR 94*

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h.". ROTARY OPERATIONS ONLY.**

Command: NAS Whiting Field

Data Call Number Three Amendment One Revisions  
(Pages 31a, 42, 58, and 60)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN  
NAME

PE TB  
Signature

Acting  
Title

10/3/94  
Date

CNET  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P.W. DRENNON  
NAME

[Signature]  
Signature

ACTING  
Title

12 OCT 1994  
Date

BRAC 95 DATA CALL 3  
NAS WHITING FIELD UIC 60508

CNATRA REVISIONS OF 9/27/94, PAGES 31A, 42, 58 & 60

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN  
NAME (Please type or print)  
CHIEF OF NAVAL AIR TRAINING (ACTING)  
Title  
NAVAL AIR TRAINING COMMAND  
Activity

P.R. Statskey  
Signature  
29 SEP 94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

**Airfield Name: NOLF SUMMERDALE**

- a. Location:  
**SUMMERDALE, AL 30 31'N 87 39'W**
- b. Distance from main field:  
**41 MILES SW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**N/A**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO**
- f. Does the airfield have full-length parallel taxiways?  
**NO**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES. THREE RUNWAYS (2850 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**

- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>RUNWAY 10/28</b>	<b>38.67%</b>		<i>Note: These numbers represent % utilization of the runways. All runways are considered as primaries. None of the runways is considered a crosswind runway.</i>
<b>RUNWAY 04/22</b>	<del>32.95%</del> <b>38.60%</b>	<i>GE Manley</i>	
<b>RUNWAY 16/34</b>	<b>22.73%</b>	<i>CWET 1443 02 MAY 94</i>	
- l. Is the airfield equipped to support IFR flight operations?  
**NO**

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft  
—(e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h."**

**Airfield Name: NOLF WOLF**

- a. Location:  
**FOLEY, AL 30 21'N 87 33'W**
- b. Distance from main field:  
**41 MILES SSW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**N/A**
- f. Does the airfield have full-length parallel taxiways?  
**NO. INTERSECTING RUNWAYS SERVE AS TAXIWAYS.**
- g. Does the airfield have high speed taxiways?  
**NO**
- h. Does the airfield have a crosswind runway?  
**YES. THREE RUNWAYS (3000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. NOT EXPANDABLE FOR JPATS.**
- i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity?  
**NO**
- j. How much capacity is lost?  
**N/A**
- k. What percent of the time do conditions force the crosswind runway to be used?  

<b>RUNWAY 09/27</b>	<b>57.70%</b>	<i>Note: These numbers represent % utilization of each runway. All runways are considered as primaries &amp; None of the runways is classified as a crosswind runway.</i>
<b>RUNWAY 04/22</b>	<b>28.97%</b>	
<b>RUNWAY 18/36</b>	<b>13.33%</b>	
- l. Is the airfield equipped to support IFR flight operations?  
**NO**

*At Manly  
CWET N443  
ØZ M4494*

m. Is the airfield owned by the navy or leased?

**OWNED**

n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

**SEE "h.". COULD BE CAPABLE OF HELICOPTER OPERATIONS.**

2. List all NAVAIDS with published approaches that support the main airfield and/or your outlying and auxiliary airfields. Note any additions/upgrades to be added between now and FY 1997.

Type of Facility	Operational Mission of Facility
Pensacola Approach	Provides air traffic control (ATC) services in and out of NASWF and for practice approaches at Pensacola Regional
Mobile Approach	Provides ATC services for approaches at Mobile Airports
Eglin Approach	Provides ATC services for approaches at Eglin/Crestview
Gateswood TACAN	Practice navigation facility
Brooklyn TACAN	Practice navigation facility
Santa Rosa TACAN	Practice navigation facility and instrument recovery facility
Walnut Hill NDB	Practice navigation facility
Crestview NDB	Practice navigation facility
Whiting TACAN	Instrument navigation facility
Monroeville VORTAC	Practice navigation facility
Crestview VORTAC	Practice navigation facility
Brookley VORTAC	Practice navigation facility
NASWF ASR/PAR	Practice and instrument recovery facility
Mobile Regional ILS	Practice navigation facility
Pensacola ILS	Practice navigation facility
Crestview ILS	Practice navigation facility
Crestview FSS	Provide in-flight weather and flight plan filing
Mobile FSS	Provide in-flight weather and flight plan filing
Gainesville FSS	Provide in-flight weather and flight plan filing
Saufley VOR	Practice navigational facility
Duke ILS	Practice navigational facility
Andalusia VOR	Practice navigational facility
Andalusia PAR	Practice navigational facility
Cairns APPROACH	Provides atc services for approaches

<b>Anniston FSS</b>	<b>Provide in-flight weather and flight planning filing</b>
<b>Allentown NDB</b>	<b>Practice navigational facility</b>
<b>NAS Pensacola RADAR</b>	<b>Practice and instrument recovery facility</b>
<b>Brewton VORTAC(proposed)</b>	<b>Brewton airport intends to install a VORTAC for instrument approaches</b>

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**Facilities**

**B. Airfields (cont)**

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

**NAS WHITING FIELD (NORTH)**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	219,217	N/A
113-20	Parking Aprons	SY	307,066	0	0	N/A
113-40	Access Aprons	SY	0	15,000	0	NOTE 1
121-20	Truck Fueling	GM	NOTE 2	0	0	N/A
121-30	Defueler	UNITS	1	0	0	NOTE 3
124-30	Fuel Storage	GA	402,040	0	0	N/A
421-xx	Ammunition Storage	LBS	1,000	0	0	N/A
610-10	Admin offices	SY	6,384	0	0	N/A
610-20	Automatic data processing	SY	67	138	0	N/A
211-xx	Aircraft Maintenance	SY	14,084	0	0	N/A
441-xx	General Supply Stg. Covered	SY	3285	36	0	N/A
451-xx	General Supply Stg. Open	SY	895	0	0	N/A

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NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL

NOTE 3: CONTRACTOR OWNED

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**Facilities**

B. Airfields (cont)

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

**NAS WHITING FIELD (NORTH)**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	265,000	N/A
113-20	Parking Aprons	SY	307,066	0	0	N/A
113-40	Access Aprons	SY	0	15,000	0	NOTE 1
121-20	Truck Fueling	GM	NOTE 2	0	0	N/A
121-30	Defueler	UNITS	1	0	0	NOTE 3
124-30	Fuel Storage	GA	402,040	0	0	N/A
421-xx	Ammunition Storage	LBS	1,000	0	0	N/A
610-10	Admin Offices	SY	6,384	0	0	N/A
610-20	Automatic data processing	SY	67	138	0	N/A
211-20	Aircraft Maintenance	SY	14,084	0	0	N/A
441-xx	General Supply Stg. Covered	SY	3285	36	0	N/A
451-xx	General Supply Stg. Open	SY	895	0	0	N/A

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NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.  
NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL  
NOTE 3: CONTRACTOR OWNED

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**Facilities**

**B. Airfields (cont)**

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

**NAS WHITING FIELD (NORTH)**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	265,000	N/A
113-20	Parking Aprons	SY	307,066	0	0	N/A
113-40	Access Aprons	SY	0	15,000	0	NOTE 1
121-20	Truck Fueling	GM	NOTE 2	0	0	N/A
121-30	Defueler	UNITS	1	0	0	NOTE 3
124-30	Fuel Storage	GA	402,040	0	0	N/A
421-xx	Ammunition Storage	LBS	1,000	0	0	N/A
610-20	Automatic data processing	SY	67	138	0	N/A
211-xx	Aircraft Maintenance	SY	25,217	0	0	NOTE 4
441-xx	General Supply Stg. Covered	SY	3285	36	0	N/A
451-xx	General Supply Stg. Open	SY	895	0	0	N/A

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL

NOTE 3: CONTRACTOR OWNED

NOTE 4: AIRCRAFT MAINTENANCE LOCATED ON NORTH AND SOUTH FIELDS

R

**Facilities**

B. Airfields (cont)

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

**NAS WHITING FIELD (NORTH)**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	265,000	N/A
113-20	Parking Aprons	SY	307,066	0	0	N/A
113-40	Access Aprons	SY	0	15,000	0	NOTE 1
121-20	Truck Fueling	GM	NOTE 2	0	0	N/A
121-30	Defueler	UNITS	1	0	0	NOTE 3
124-30	Fuel Storage	GA	402,040	0	0	N/A
421-xx	Ammunition Storage	LBS	1,000	0	0	N/A
610-20	Automatic data processing	SY	67	138	0	N/A
211-xx	Aircraft Maintenance	SY	25,217	0	0	NOTE 4
441-xx	General Supply Stg. Covered	SY	4008	0	0	N/A
451-xx	General Supply Stg. Open	SY	895	0	0	N/A

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL

NOTE 3: CONTRACTOR OWNED

NOTE 4: AIRCRAFT MAINTENANCE LOCATED ON NORTH AND SOUTH FIELDS

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Facilities

B. Airfields (cont)

NAS WHITING FIELD (SOUTH)

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	258,345	N/A
111-20	Landing Pads	SY	1,111	0	0	N/A
113-20	Parking Aprons	SY	226,667	0	0	N/A
113-40	Access Aprons	SY	22	95,534	0	NOTE 1
610-10	Administrative Offices	SY	5,236	0	35	NOTE 2
211-20	Aircraft Maintenance	SY	11,133	0	0	N/A

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NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: ADMINISTRATIVE SPACE LOCATED ON NORTH AND SOUTH WHITING.

NOTE 3: THIS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.

NOLF BARIN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,332	0	0	N/A
113-20	Parking Aprons	SY	8,000	150,057	0	N/A
141-20	Crash Facilities	SY	114	0	0	N/A
610-10	Admin Office	SY	922	0	0	N/A

NOLF BREWTON

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	153,416	0	0	N/A

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

R

Facilities

B. Airfields (cont)

NAS WHITING FIELD (SOUTH)

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	225,833	N/A
111-20	Landing Pads	SY	1,111	0	0	N/A
113-20	Parking Aprons	SY	226,667	0	0	N/A
113-40	Access Aprons	SY	22	95,534	0	NOTE 1
610-10	Administrative Offices	SY	5,236	0	35	NOTE 2
211-20	Aircraft Maintenance	SY	11,133	0	0	N/A

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NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.  
NOTE 2: THIS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.

NOLF BARIN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,332	0	0	N/A
113-20	Parking Aprons	SY	8,000	150,057	0	N/A
141-20	Crash Facility	SY	114	0	0	N/A
610-10	Admin Office	SY	922	0	0	N/A

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NOLF BREWTON

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	153,416	0	0	N/A

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

**Facilities**

**B. Airfields (cont)**

**NAS WHITING FIELD (SOUTH)**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	225,833	N/A
111-20	Landing Pads	SY	1,111	0	0	N/A
113-20	Parking Aprons	SY	226,667	0	0	N/A
113-40	Access Aprons	SY	22	95,534	0	NOTE 1
610-10	Administrative Offices	SY	98,622 9,862 72,480 <sup>GM</sup>	0 0 3,258 <sup>GM</sup>	35 35 46,016 <sup>GM</sup>	NOTE 2 <del>ENAFRA N61</del>

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: ADMINISTRATIVE SPACE LOCATED ON NORTH AND SOUTH WHITING.

~~NOTE 3: THIS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.~~

35 SF OF INADEQUATE SPACE *GM Manley CPT N443 02 MAY 94*

*K. P. M.  
N. 443  
C. 107  
02 MAY 94*

**NOLF BARIN**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,332	0	0	N/A
113-20	Parking Aprons	SY	8,000	150,057	0	N/A

**NOLF BREWTON**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	153,416	0	0	N/A

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

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**Facilities**

**B. Airfields (cont)**

**NOLF EVERGREEN**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,332	0	0	N/A

**NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.**

**NOLF HOLLEY**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	120,000	0	0	N/A
141-20	Crash Facility	SY	114	0	0	N/A

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**NOLF SAUFLEY**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,334	594,065	224,619	N/A
113-20	Parking Aprons	SY	0	177,994	0	N/A

**NOLF SILVERHILL**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	147,167	0	0	NOTE 1
141-20	Crash Facility	SY	138	0	0	N/A

R

**NOTE 1: RUNWAYS CURRENTLY UNDER CONSTRUCTION TO BRING THEM UP TO ADEQUATE.**

**Facilities**

**B. Airfields (cont)**

**NOLF EVERGREEN**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,332	0	0	N/A

**NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.**

**NOLF HOLLEY**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	120,000	0	0	N/A

**NOLF SAUFLEY**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,334	594,065	224,619	N/A
113-20	Parking Aprons	SY	0	177,994	0	N/A

**NOLF SILVERHILL**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	147,167	0	0	NOTE 1

**NOTE 1: RUNWAYS CURRENTLY UNDER CONSTRUCTION TO BRING THEM UP TO ADEQUATE.**

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**Facilities**

**B. Airfields (cont)**

**NOLF SUMMERDALE**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	142,500	0	0	N/A
141-20	Crash Facility	SY	114	0	0	N/A

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**NOLF WOLF**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	150,000	0	0	N/A
141-20	Crash Facility	SY	27	0	0	N/A

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**NOLF HAROLD**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
141-20	Crash Facility	SY	31	0	0	N/A

R

**NOTE: Grass field 573 acres.**

**NOLF PACE**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
141-20	Crash Facility	SY	31	0	0	N/A

R

**Note: Grass Field 207 acres.**

**NOLF SITE 8**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
121-20	Truck Fueling	GM	NOTE 1	0	0	N/A
124-30	Fuel Storage	GA	20,000	0	0	N/A
141-20	Crash Facility	SY	31	0	0	N/A

R

**NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.**

**NOTE: Grass Field 640 acres.**

**Facilities**

**B. Airfields (cont)**

**NOLF SUMMERDALE**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	142,500	0	0	N/A

**NOLF WOLF**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	150,000	0	0	N/A

**NOLF HAROLD**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments

**NOTE: Grass field 573 acres.**

**NOLF PACE**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments

**Note: Grass Field 207 acres.**

**NOLF SITE 8**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
121-20	Truck Fueling	GM	NOTE 1	0	0	N/A
124-30	Fuel Storage	GA	20,000	0	0	N/A

**NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.**

**NOTE: Grass Field 640 acres.**

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Facilities

B. Airfields (cont)

**NOLF SANTA ROSA**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	150,000	150,000	0	N/A
111-20	Landing Pads	SY	5,833	0	0	N/A
113-20	Parking Aprons	SY	3,307	0	0	N/A
141-20	Crash Facility	SY	114	0	0	N/A

R

NOTE: RUNWAYS USED AS LANDING PADS. GRASS FIELD 738 ACRES.

**NOLF SPENCER**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	0	0	0	SEE NOTES
111-15	Runways Rotor Wing	SY	0	247,654	0	Grass Field
111-20	Landing Pads	SY	4,444	0	0	Grass Field
121-20	Truck Fueling	GM	NOTE 1	0	0	N/A
141-20	Crash Facility	SY	111	0	0	N/A

R

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.

NOTE ~~1~~<sup>2</sup> RUNWAYS ARE USED AS LANDING PADS.

NOTE ~~2~~<sup>3</sup> Primarily a grass Field 640 acres.

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WRM NASWF

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**Facilities**

**B. Airfields (cont)**

**NOLF SANTA ROSA**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	150,000	150,000	0	N/A
111-20	Landing Pads	SY	5,833	0	0	N/A
113-20	Parking Aprons	SY	3,307	0	0	N/A

**NOTE: RUNWAYS USED AS LANDING PADS. GRASS FIELD 738 ACRES.**

**NOLF SPENCER**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	0	0	0	SEE NOTES
111-15	Runways Rotor Wing	SY	0	247,654	0	Grass Field
111-20	Landing Pads	SY	4,444	0	0	Grass Field
121-20	Truck Fueling	GM	NOTE 1	0	0	N/A

**NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.**

**NOTE 1: RUNWAYS ARE USED AS LANDING PADS.**

**NOTE 2: Primarily a grass Field 640 acres.**

## Facilities

### B. Airfields (cont)

4. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

#### NAS WHITING FIELD (NORTH)

- a. Facility Type/Code:  
**RUNWAYS FIXED WING (110-10)**
- b. What makes it inadequate?  
**TOTAL OBSOLESCENCE**
- c. What use is being made of the facility?  
**ABANDONED**
- d. What is the cost to upgrade the facility to substandard?  
**N/A**
- e. What other use could be made of the facility and at what cost?  
**NONE. N/A**
- f. Current improvement plans and programmed funding:  
**NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS.**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

#### NAS WHITING FIELD (SOUTH)

- a. Facility Type/Code:  
**RUNWAYS FIXED WING (110-10)**
- b. What makes it inadequate?  
**TOTAL OBSOLESCENCE**
- c. What use is being made of the facility?  
**ABANDONED**
- d. What is the cost to upgrade the facility to substandard?  
**N/A**
- e. What other use could be made of the facility and at what cost?  
**NONE. N/A**
- f. Current improvement plans and programmed funding:  
**NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS.**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

**Facilities**

**B. Airfields (cont)**

**NAS WHITING FIELD (SOUTH)**

- a. Facility Type/Code:  
**ADMINISTRATIVE OFFICE (610-10)**
- b. What makes it inadequate?  
**INADEQUATE ACCESS AND ENVIRONMENTAL CONTROL**
- c. What use is being made of the facility?  
**VACANT**
- d. What is the cost to upgrade the facility to substandard?  
**UNKNOWN**
- e. What other use could be made of the facility and at what cost?  
**UNKNOWN**
- f. Current improvement plans and programmed funding:  
**NONE. THIS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

**NOLF SAUFLEY**

- a. Facility Type/Code:  
**RUNWAYS FIXED WING (110-10)**
- b. What makes it inadequate?  
**TOTAL OBSOLESCENCE**
- c. What use is being made of the facility?  
**ABANDONED AND DRIVER TRAINING**
- d. What is the cost to upgrade the facility to substandard?  
**N/A**
- e. What other use could be made of the facility and at what cost?  
**NONE. N/A**
- f. Current improvement plans and programmed funding:  
**NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS.**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

**Facilities**

**C. Ground Training Facilities**

1. List other types of ground training facilities at the air station (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
179-40	Small Arms Range	SY	867	0	0
N/A	Fitness trail	MILES	1.6	0	0
740-43	Gymnasium	SY	3015	0	0
179-50	Security Working Dogs	SY	885	0	0
179-45	Drill Tower	SY	112	0	0
179-45	Live Fire	SY	178	0	0
740-50	Theater*****	SY	1110	0	0
171-25	Auditorium	SY	0	2692	0
171-10	NETSAFA School	SY	444	0	0
724-30	Sikes Hall	SY	1000	0	0

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\*\*\*\*\*CONSIDERED CCN 171-25

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2. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

- a. Facility Type/Code: NONE
- b. What makes it inadequate?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in "C3" or "C4" designation on your

BASEREP?

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**Facilities**

**C. Ground Training Facilities**

1. List other types of ground training facilities at the air station (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
179-40	Small Arms Range	SY	867	0	0
N/A	Fitness trail	MILES	1.6	0	0
740-43	Gymnasium	SY	3015	0	0
179-50	Security Working Dogs	SY	885	0	0
179-45	Drill Tower	SY	112	0	0
179-45	Live Fire	SY	178	0	0
740-50	Theater	SY	367	0	0
171-25	Auditorium	SY	1110	299	0
171-10	NETSAFA School	SY	444	0	0
724-30	Sikes Hall	SY	1000	0	0

R

2. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

- a. Facility Type/Code: NONE
- b. What makes it inadequate?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in "C3" or "C4" designation on your

BASEREP?

**Facilities**

**C. Ground Training Facilities**

1. List other types of ground training facilities at the air station (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
179-40	Small Arms Range	SY	867	0	0
N/A	Fitness trail	MILES	1.6	0	0
740-43	Gymnasium	SY	3015	0	0
179-50	Security Working Dogs	SY	885	0	0
179-45	Drill Tower	SY	112	0	0
179-45	Live Fire	SY	178	0	0
740-50	Theater	SY	367	0	0
171-25	Auditorium	SY	0	299	0
171-10	NETSAFA School	SY	444	0	0
724-30	Sikes Hall	SY	1000	0	0

2. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

- a. Facility Type/Code: NONE
- b. What makes it inadequate?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

**Facilities**

**D. Aircraft Maintenance Facilities**

1. Complete the following table for each type of aircraft which can be maintained at your air stations. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
TH-57B	X	X	X		X
TH-57C	X	X	X		X
T-34C	X	X	X		X

**Facilities**

**E. Ship Berthing and Maintenance Facilities**

**NOTE: NO SHIP BERTHING OR MAINTENANCE FACILITIES AVAILABLE.**

1. List all ships (military and other) scheduled to be homeported at this facility through Fiscal Year 1997.

Ship name (hull number)	Military/Other	Arrival/Departure or Decommission Date
N/A	N/A	N/A

2. List the ship maintenance facilities located at or near this air station.

Organization (military/private)	Level of Maintenance (shipyard/depot/intermediate)	Drydock (capacity)
N/A	N/A	N/A

3. In the following table, provide the optimum ship berthing configurations available at the installation.

Ship Class	Configuration					Comments
	option 1	option 2	option 3	option 4	option 5	
N/A	N/A	N/A	N/A	N/A	N/A	N/A

4. Describe restrictions and limitations on homeporting different types of ships.

Ship Class	Comments on Limitations and Restrictions
N/A	N/A

## Facilities

### F. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
<b>Pensacola Approach</b>	<b>Provides air traffic control (ATC) services in and out of NASWF and for practice approaches at Pensacola Regional</b>
<b>Mobile Approach</b>	<b>Provides ATC services for approaches at Mobile Airports</b>
<b>Eglin Approach</b>	<b>Provides ATC services for approaches at Eglin/Crestview</b>
<b>Gateswood TACAN</b>	<b>Practice navigation facility</b>
<b>Brooklyn TACAN</b>	<b>Practice navigation facility</b>
<b>Santa Rosa TACAN</b>	<b>Practice navigation facility and instrument recovery facility</b>
<b>Walnut Hill NDB</b>	<b>Practice navigation facility</b>
<b>Crestview NDB</b>	<b>Practice navigation facility</b>
<b>Whiting TACAN</b>	<b>Instrument navigation facility</b>
<b>Monroeville VORTAC</b>	<b>Practice navigation facility</b>
<b>Crestview VORTAC</b>	<b>Practice navigation facility</b>
<b>Brookley VORTAC</b>	<b>Practice navigation facility</b>
<b>NASWF ASR/PAR</b>	<b>Practice and instrument recovery facility</b>
<b>Mobile Regional ILS</b>	<b>Practice navigation facility</b>
<b>Pensacola ILS</b>	<b>Practice navigation facility</b>
<b>Crestview ILS</b>	<b>Practice navigation facility</b>
<b>Crestview FSS</b>	<b>Provide in-flight weather and flight plan filing</b>
<b>Mobile FSS</b>	<b>Provide in-flight weather and flight plan filing</b>
<b>Pensacola FSS</b>	<b>Provide in-flight weather and flight plan filing</b>
<b>Anniston FSS</b>	<b>Provide in-flight weather and flight plan filing</b>
<b>Saufley VOR</b>	<b>Practice navigational facility</b>

<b>NASWF Weather</b>	<b>Provide in-flight and pre flight weather</b>
<b>Andalusia VOR</b>	<b>Practice navigational facility</b>
<b>Andalusia PAR</b>	<b>Practice navigational facility</b>
<b>Duke ILS</b>	<b>Practice navigational facility</b>
<b>Allentown NDB</b>	<b>Practice navigational facility</b>
<b>Brewton VORTAC(proposed)</b>	<b>Brewton airport intends to install a VORTAC for instrument approaches</b>

2. List any weapons storage and handling facilities located at the air station.

Type of Facility	Location	Mission and Capability of Facility
<b>ARMORY</b>	<b>BLDG 1471</b>	<b>STORAGE AND CLEANING OF GOVERNMENT WEAPONS. AWAITING SITE APPROVAL FOR 20 LBS NET EXPLOSIVE WEIGHT (NEW) STORAGE. 1.3 HAZARD CLASS</b>
<b>MAGAZINE</b>	<b>BLDG 3080-A*</b>	<b>STORAGE OF UP TO 1000 LBS NET EXPLOSIVES WEIGHT, 1.3 HAZARD CLASS</b>
<b>MAGAZINE</b>	<b>BLDG 3080-B*</b>	<b>STORAGE OF UP TO 1000 LBS NET EXPLOSIVE WEIGHT , 1.3 HAZARD CLASS</b>
<b>READY SERVICE LOCKERS</b>	<b>NOLF'S (8) ARMORY (1) SECURITY (1) NORTH (1) SOUTH (1) CRASH (1) CUSTOMS (1)</b>	<b>WE ANTICIPATE INSTALLING THIRTEEN READY SERVICE LOCKERS AT THE LOCATIONS LISTED TO THE LEFT FOR STORAGE OF FLARES USED BY CRASH CREWS. NOLF'S, ARMORY AND CRASH ARE 1.3 HAZARD CLASS. REMAINING SITES ARE 1.4 HAZARD CLASS.</b>

\* CURRENTLY THE STATION SITE APPROVAL LIMITS STORAGE TO A TOTAL OF 1000 LBS NET EXPLOSIVE WEIGHT BETWEEN 3080A AND 3080B.

**Facilities**

**G. Non-DON Facility Support Arrangements**

1. List all arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

**SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES**

Activity Name / Military Service	Description of Activity Role and Degree of Support
U.S. COAST GUARD	AJ (SEE NOTE 1)
AIR FORCE, MUNITIONS SYSTEMS	MD, BR, BX
ALABAMA AIR NATIONAL GUARD	AJ, AU, AG, BC, AX, BM, AP, BD
DEPARTMENT OF THE ARMY	LICENSEE TO CONDUCT TACTICAL COMMUNICATIONS EXERCISES AT NOLFS SILVERHILL AND WOLF
ADJUTANT GENERAL STATE OF ALABAMA	AP, AW, BO

2. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.  
**SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES**

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
PEN AIR FEDERAL CREDIT UNION	AU,AP,AH,AE,AI,AW,AX,BM,BO,BW,BY
FIRST NAVY BANK	AU,AP,AH,AE,AI,AW,AX,BM,BO,BW,BY
PENSACOLA AIR TRAFFIC CONTROL	THE PRIMARY FOCUS OF THIS MOU IS THE DEVELOPMENT, INSTALLATION, AND MAINTENANCE OF A DATA TRANSMISSION NETWORK WHICH WILL TRANSMIT WHITING FIELD'S ASR ATCRB DATA TO PENSACOLA AIRPORT AND DBRITE SERVICES TO THE USN'S ROF'S AND CONTROL TOWERS LOCATED AT WHITING FIELD.
SANTA ROSA SCHOOL BOARD	PROVIDE: (A) CLASSROOM AND FURNISHINGS FOR 25 STUDENTS, (B) SUPERVISORY ASSISTANCE TO AID WITH THE MANDATORY ATTENDANCE POLICY, AND (C) ADEQUATE OFFICE SPACE FOR THE ABE INSTRUCTORS AND ADULT LEARNING CENTER OUTREACH SPECIALIST.
GULF POWER	THE PURPOSE IS TO ESTABLISH AN ELECTRICAL SERVICE DEPOSIT PROGRAM (ESDP) FOR ACTIVE-DUTY MEMBERS OF THE ARMED SERVICES, TO PRECLUDE PAYING A DEPOSIT FOR SERVICE MEMBERS WITHOUT PRIOR ELECTRICAL UTILITY CREDIT HISTORY.
CITY OF EVERGREEN	IN RETURN FOR THE USE OF THE AIRPORT, NAS WHITING FIELD PROVIDES THE RUNWAY DUTY OFFICER WHICH WILL ISSUE AIRCRAFT TRAFFIC ADVISORY. ALSO, CRASH CREW SERVICES DURING TRAWING 5 TRAFFIC PATTERN OPERATIONS.
CITY OF BREWTON	IN RETURN FOR THE USE OF THE AIRPORT, NAS WHITING FIELD PROVIDES THE RUNWAY DUTY OFFICER WHICH WILL ISSUE AIRCRAFT TRAFFIC ADVISORY. ALSO, CRASH CREW SERVICES DURING TRAWING 5 TRAFFIC PATTERN OPERATIONS.
EMBRY RIDDLE AERONAUTICAL	PROVIDE OFFICE AND CLASSROOM SPACE; REPAIRS AND UTILITIES; STANDARD OFFICE AND CLASSROOM FURNITURE, EQUIPMENT, AND FURNISHINGS.
STUDENT CONSERVATION ASSISTANCE	SCREEN APPLICANTS; PROVIDE MEANINGFUL WORK ASSIGNMENTS; APPROPRIATE SUPERVISION FOR WORK ACTIVITIES; ARRANGE FOR HOUSING, WHEN AVAILABLE, MAKE AVAILABLE INFORMAL TRAINING OPPORTUNITIES; PROVIDE ALL NECESSARY TOOLS, EQUIPMENT, AND WORK SPECIFICATIONS; PROVIDE ON-SITE TRANSPORTATION; PROVIDE WRITTEN PERFORMANCE EVALUATION TO SCA

<b>TROY STATE UNIVERSITY</b>	<b>PROVIDE OFFICE AND CLASSROOM SPACE; REPAIRS AND UTILITIES; STANDARD OFFICE AND CLASSROOM FURNITURE, EQUIPMENT, AND FURNISHINGS.</b>
<b>RETIRED SENIOR VOLUNTEER PROGRAMS (RSVP) OF SANTA ROSA COUNTY</b>	<b>DESIGNATE A COORDINATOR TO SERVE AS THE LIAISON WITH RSVP; ASSURE ADEQUATE HEALTH AND SAFETY PROVISIONS; COLLECT AND VALIDATE APPROPRIATE VOLUNTEER REPORTS; MAKE FINAL DECISIONS ON PLACEMENT OF VOLUNTEERS; PROVIDE ORIENTATION, IN-SERVICE INSTRUCTION, OR SPECIAL TRAINING; PROVIDE SUPERVISION OF VOLUNTEERS; FURNISH MATERIAL OR TRANSPORTATION REQUIRED ON ASSIGNMENT</b>
<b>JOB SERVICES OF FLORIDA</b>	<b>COORDINATE THE TIME AND DATES OF VETERAN CLIENTS; PROVIDE OFFICE SPACE, OFFICE FURNITURE, AND PHONE SERVICE; PROVIDE ASSISTANCE IN HAVING NEWS ARTICLES PUBLISHED</b>
<b>U.S. CUSTOMS SERVICE</b>	<b>AE,AF,AG,AH,AI,AN,AP,AU,AW,AX,AY,BB,BC,BD,BM,BO,BP,BR,BW,ST,MA</b>
<b>DEFENSE COMMISSARY AGENCY</b>	<b>AD,AU,AY,AZ,AF,BM,AX,AH,AI,BW,AB,AE,BU,AD,BD, BA,AJ,AM</b>
<b>U.S. POSTAL SERVICE</b>	<b>DESIGNATE AN INSTALLATION OR OPERATING LOCATION POSTAL OFFICER; ENSURE ADEQUATE AND CONTINUOUS POSTAL SUPPORT; APPOINT MAIL CLERKS AND ISSUE IDENTIFICATION CARDS; ASSIGN QUALIFIED PERSONNEL TO MILITARY POST OFFICES; DELIVER MAIL TO PERSONNEL IN A TEMPORARY DUTY STATUS, IN TRAINING; FURNISH ADEQUATE FACILITIES, UTILITIES; ASSIST POSTAL SERVICE REPRESENTATIVES IN SURVEYING, INSPECTING, AND AUDITING</b>
<b>PENSACOLA ENGRAVING CO</b>	<b>PROVIDE EDITED COPY OF NEWS, EDITORIALS, AND PHOTOGRAPHS FOR STATION NEWSPAPER; DISTRIBUTE THE "WHITING TOWER" TO ALL ON AND OFF-BASE FACILITIES</b>
<b>EAST MILTON FIRE DEPARTMENT</b>	<b>PROVIDE ASSISTANCE IN FIRE FIGHTING</b>
<b>SKYLINE FIRE PROTECTION</b>	<b>PROVIDE ASSISTANCE IN FIRE FIGHTING</b>
<b>CITY OF BREWTON</b>	<b>PROVIDE ASSISTANCE IN FIRE FIGHTING</b>
<b>CITY OF MILTON</b>	<b>PROVIDE ASSISTANCE IN FIRE FIGHTING</b>
<b>CYTEC INDUSTRIES</b>	<b>PROVIDE ASSISTANCE IN FIRE FIGHTING</b>
<b>FLORIDA DIVISION OF FORESTRY</b>	<b>PROVIDE ASSISTANCE IN FIRE FIGHTING</b>

**NOTE 1: DEFINITIONS OF ADMINISTRATIVE AND LOGISTICAL CATEGORIES OF SUPPORT SERVICES**

**AB - FINANCE AND ACCOUNTING SERVICES.** Accounting and finance operations including fund accounting, expense accounting, reimbursement accounting, expenditure accounting, working funds accounting, payroll and leave accounting, computation and examination of vouchers including travel claims and commercial invoices, disbursing, financial reporting and the development of systems and procedures to accomplish these functions.

**AD - LEGAL SERVICES.** Provision of advice and services on all legal matters pertaining to legal assistance, military justice, initial claims processing, property utilization, award and execution of procurement contracts, personnel matters, including conflict of interest, standards of conduct, grievance hearings and reviews, and the like.

**AE - MAIL PICKUP AND DELIVER.** acceptance, sorting, routing, and delivery of incoming and outgoing official and personal mail when not otherwise provided by the United States Postal Service. The term acceptance includes financial services for personal mail if available.

**AF - CUSTODIAL SERVICES.** Provide janitorial services other than cleanup of work areas in shops and warehouses. May include cost of all common janitorial supplies and equipment. The provision of cleaning services for administrative office space and common service areas of buildings. When receiver's facilities are being used outside the school for such community activities as Adult Education and Boy and Girl Scouts, the reimbursable charges shall be reduced accordingly. The amount is to be negotiated between receiver and supplier.

**AG - PURCHASING AND CONTRACTING.** Provide for the procurement of property and services for a price. May also include the termination actions in the disposition of operating supplies and equipment for another department or contractual source. Includes regional and local procurement of supplies and services, procurement planning, and purchasing operations.

**AH - FIRE PROTECTION.** Operation of a fire prevention and protection program for an installation, including the actual fire fighting equipment.

**AI - POLICE SERVICES.** Provide protection for installations and resources, maintain law and order (including enforcement of traffic laws, accident investigation, and criminal investigations). Ensure protective standards for weapons, funds, and high value resources are applied and maintained. Provide confinement and detention facilities and services, as appropriate.

**AJ - HOUSING AND LODGING.** Provide family housing support and housing referral services to authorized personnel and Bachelor Officer Quarters and Bachelor Enlisted Quarters accommodations for unmarried and unaccompanied personnel.

**AM - FOOD SERVICE.** Provision, preparation, and serving of food to authorized personnel. Includes, inflight box meals to be consumed elsewhere.

**AN - STORAGE AND WAREHOUSING.** Provision of space or services related to the management of technical or nontechnical commodities, material, and equipment. Includes all operations from receipt of material and equipment into storage, to issue and shipment of items from storage.

**AO - TRANSPORTATION.** Provision of transportation and traffic management services related to commercial or government-owned transportation of personnel and material, including shipment planning of cargo, packing and crating, port clearance, scheduling movement of both personnel and personal property, processing of

transportation documents, and provision of other transportation services related to inbound and outbound movements.

**AP - UTILITIES.** Provide for the procurement, production, and distribution of utilities including water systems, sewage systems, electric systems, boiler plants, heating systems, cold storage plants, air-conditioning plants, and other purchased utility services.

**AU - ADMINISTRATIVE OFFICE SPACE.** Provision of space assigned to a particular office or organization for office administrative or operational purpose. Excluded are areas assigned for storage and warehousing purposes (covered under support category code AN) and those costs related to utilities, custodial, special equipment, and the like, that are included in other support categories.

**AW - REAL PROPERTY MAINTENANCE.** Provide the maintenance, repair, and minor construction or alteration of real property, including, as appropriate, buildings, installed equipment, miscellaneous structures, roads and grounds, railroads, surfaced areas, and other real property.

**AX - REFUSE COLLECTION AND DISPOSAL.** The provision of services for collection and disposal of trash and wasted materials by in-house or contractor services. Also includes use of destruction facilities and incinerators for disposal of waste materials. Excludes disposal services provided by the Defense Property Disposal Offices (DPDOs).

**AY - ADMINISTRATIVE SERVICES.** Provide noncombat support to other organizations in the areas of administrative orders, records management, personnel locator, classified document control and handling, forms and publications, duplicating and copying service (including contract), Armed Forces Courier Services support for incoming and outgoing containers, operation of the Administrative Communications Distribution Center, operation of the official mail distribution system, and maintenance of a publications reference library.

**AZ - PUBLIC AFFAIRS.** Activities aimed toward responding directly or through news media to the general public's right and need to know how the DoD Components accomplish assigned tasks and missions; includes public information, community relations, history reports, internal (troop) information and security review activities. This includes Armed Forces Radio and Television Service.

**BA - CHAPLAIN AND RELIGIOUS SERVICES.** Provide comprehensive pastoral ministry, including opportunities for worship, religious rites, pastoral visits, spiritual counseling and religious education.

**BB - SAFETY.** Administration of a safety program. Includes identification of special personal protective equipment needed by the receiver, and cost of safety educational and promotional materials generated by the supplier.

**BC - COMMUNICATION SERVICES.** Common-use and joint-use communications facilities (AUTIVON had AUTODIN) provided on a nonreimbursable basis. Telephone equipment and services, excluding telephone toll calls, shall be provided as nonreimbursable at those locations when the supplier is serviced by a government-owned telephone exchange. Equipment, service charges and toll calls shall be reimbursed to the host at locations when the telephone exchange is commercially leased. Also, the leasing of equipment and lines, purchase of authorized communications equipment, and administrative costs related directly thereto, are reimbursable. Special communications-electronics equipment services dedicated to the tenant mission shall be provided on a reimbursable basis.

**BD - COMMUNITY SERVICES.** Provide community facilities and services including aero and audio clubs, arts and crafts centers, commissary and exchange services, libraries, officer, NCO and enlisted clubs, sports facilities and programs, theaters, and youth activity programs.

**BM - ENTOMOLOGY SERVICES.** Provision of abatement and control measures directed against insects, rodents, weeds, fungi, and other animals or plants that are determined to be undesirable, including, but not limited to, routine treatment of grounds, buildings, equipment, supplies, aircraft, and other common carriers, as necessary.

**BO - ENVIRONMENTAL QUALITY CONTROL.** Provide the administration of programs for the control of air, water, noise, hazardous material, and other forms of pollution, including resource recovery and energy conservation programs.

**BR - TRAINING.** Provision of training to personnel in planned, prepared, and coordinated programs, courses, curriculums, and instructions that are or will be directly related to the performance of official duties. Includes use of ranges (that is, rifle ranges, degaussing or deperming ranges, and target ranges).

**BU - EXPENDABLE AND GENERAL SUPPLIES.** Provision of any common, generally expendable, nontechnical commodity, material or equipment, such as administrative office and housekeeping supplies, duplicating paper, common electrical, hardware and plumbing supplies, building materials, paints, and tools.

**BY - PRINTING AND REPRODUCTION.** Provide for the operation of centralized printing and duplicating facilities. Includes cost of supplies used.

**BW - DISASTER PREPAREDNESS.** Provide for the full disaster preparedness and response for support, including training and equiptage. Provide or program for emergency wartime operation, including shelter spaces, shelter supplies, or radiation and chemical monitoring equipment.

**BY - OCCUPATIONAL AND INDUSTRIAL HEALTH SERVICES.** Provide for conduct of a worker and work place, specific health screening program and industrial hygiene surveillance of the occupational environment.

**MA - AIRCRAFT.** Provide for the supply, maintenance, and repair of aircraft and associated equipment. Includes armament, electronic and communication equipment, engines, and any other equipment that is an integral part of an aircraft.

**MD - ORDNANCE EQUIPMENT AND COMPONENTS.** Provide for the supply, maintenance, and repair of equipment and services that relate to the manufacture of ordnance supplies, such as military weapons, ammunition, explosives, combat vehicles, and battle material, collectively. Also included are ordnance-related maintenance tools and equipment and explosives ordnance disposal services.

**ST - PETROLEUM, OILS, LUBRICANTS, AND CHEMICALS.** Provide for the dispensing of fuel, oils lubricants, and chemicals. Also included is the maintenance and repair of the equipment used for the dispensing of the above mentioned fluids.

## **Location**

### **A. Proximity to Operational Mission Areas**

1. Does the location of the air base have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

**NO**

### **B. Proximity to Training Areas**

1. Does the location of the air station permit any specialized training with other operational units (e.g. Battle Groups or Joint forces)? If so, provide details.

**Yes, NASWF main base and NOLFs provide a unique opportunity for air traffic control and communication detachments of U.S. Special Forces as well as Marine ATC units to conduct field training.**

2. Describe the plan for conducting carrier and helicopter landing trainer qualifications. Will ship deploy to training squadron site or will squadrons deploy?

**All helicopter students receive initial shipboard flight training on a specially designed Helicopter Landing Trainer (HLT). The HLT, a unique seagoing vessel homeported at NAS Pensacola, which simulates a ship's flight deck area. This training is conducted directly from NASWF in coastal waters within 20 nautical miles of NASWF.**

3. How far (nmi.) is the air station from a designated naval operations area where an aircraft carrier would conceivably operate ?

**40 NAUTICAL MILES**

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually conducted directly from the air station or on a detachment basis?

**AIR STATION**

**Location**

**C. Proximity to Other Support Facilities**

1. List other airfields (currently not used for undergraduate pilot and/or NFO training) in the local flying area that are available for training and emergency uses.

Airfield Name	Major Use / Capability	Location / Distance in sm
Fairhope	Civilian airport/approaches/landings	55 SW
Foley	Civilian airport/approaches/landings	45 SW
Gulf Shores	Civilian airport/approaches/landings	50 SW
Atmore	Civilian airport/approaches/landings	35 NW
Peter Prince	Civilian airport/approaches/landings	8 S
Pensacola	Civilian airport/approaches/landings	26 SW
Crestview	Civilian airport/approaches/landings	30 E
Mobile Downtown	Civilian airport/approaches/landings	65 W
Monroeville	Civilian airport/approaches/landings	50 NW
Troy	Civilian airport/approaches/landings	90 NE
Gulfport	Civilian airport/approaches/landings	100 W
Andalusia	Civilian airport/approaches/landings	50 NE
Mobile Regional	Civilian airport/approaches/landings	70 W

Fairhope, Foley, Gulf Shores, Atmore, and Peter Prince are used as emergency fields only. T-34C is not equipped with VHF radio.

What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance sm
NAS Pensacola	Approaches / Landings	43 SW
Hurlburt Field	Landings	35 SE
Keesler AFB	Approaches / Landings	100 W
Eglin AFB	Approaches / Landings	50 SE
Duke Field	ILS / landings	28 E
Choctaw	Landings	20 SE

3. What civilian owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance
ST Elmo, AL	Civilian airport/approaches/landings	70 W
Jackson, AL	Civilian airport/approaches/landings	65 nw

**NOTE: NUMEROUS FACILITIES COULD BECOME AVAILABLE FOR JPATS OPERATIONS DEPENDING ON SOURCE SELECTION.**

## Features and Capabilities

### A. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Local Field: NAS WHITING FIELD

\* ANNUAL NUMBER OF DAYLIGHT FLYING HOURS  
RESCHEDULED/CANCELLED DUE TO WEATHER

Month	% of Hours <sup>3</sup> VMC PER	% of Hours IMC PER	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility *	% of All Sorties Canceled <sup>4</sup> Due to Weather	
				T-34	H-57
Jan.	79	21	10	374 39.0 <sup>GM</sup>	150 32.4 <sup>GM</sup>
Feb.	81	19	8	252 21.6 <sup>GM</sup>	106 6.1 <sup>GM</sup>
Mar.	83	17	7	416 24.4 <sup>GM</sup>	266 16.6 <sup>GM</sup>
Apr.	88	12	4	430 13.1 <sup>GM</sup>	144 4.7 <sup>GM</sup>
May	94	6	2	288 15.3 <sup>GM</sup>	120 5.1 <sup>GM</sup>
June	95	5	1	388 16.7 <sup>GM</sup>	242 8.3 <sup>GM</sup>
July	96	4	1	392 19.0 <sup>GM</sup>	346 16.2 <sup>GM</sup>
Aug.	95	5	1	412 13.9 <sup>GM</sup>	248 8.2 <sup>GM</sup>
Sept.	93	7	2	328 22.6 <sup>GM</sup>	172 11.2 <sup>GM</sup>
Oct.	92	8	3	230 11.5 <sup>GM</sup>	100 9.0 <sup>GM</sup>
Nov.	88	12	5	326 14.0 <sup>GM</sup>	154 6.9 <sup>GM</sup>
Dec.	81	19	8	286 21.4 <sup>GM</sup>	166 14.2 <sup>GM</sup>

2  
CNATRA N3

GEManley  
CNAT N443  
02 MAY 94

\* NOTE: PERCENTAGES OF VMC AND IMC DERIVED FROM THE INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY (ISMCS) VERSION 2.0 FOR THE HOURS 0700-2200 LST BY NAVTRAMETOCDET NAS WHITING FIELD. PERCENTAGES ARE BASED ON ALL RECORDED OBSERVATIONS FROM 1945 TO 1990.

*Hours cancelled indicate*

\* NOTE: SORTIES CANCELLED BASED ON 1993.

2  
CNATRA N3

\* VALUES SHOWN INCLUDE NIGHT AND OVERHEAD FLIGHTS. ACTIVITY DOES NOT MAINTAIN RECORD OF SEPARATE SORTIE LOSSES FOR DAYLIGHT HOURS. ALL SORTIES WERE RESCHEDULED. HOURS RESCHEDULED WAS ESTIMATED BY ASSUMING AN AVERAGE SORTIE LENGTH OF 2.0 HOURS. GEManley CNAT N443 02 MAY 94

<sup>3</sup>Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

<sup>4</sup>Only include lost sorties (do not include sorties delayed or rescheduled for the same day).

MILITARY VALUE

## Features and Capabilities

### A. Weather (cont.)

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

78 % EFFECTIVE WEATHER FOR T-34 TRAINING (22 % LOST DUE TO WEATHER) \*

90 % EFFECTIVE WEATHER FOR TH-57 TRAINING (10 % LOST DUE TO WEATHER) \*

- \* % BASED UPON FY43 DATA ONLY. ALL SORTIES WERE RESCHEDULED. THE % LOST REPRESENTS THOSE SORTIES THAT COULD NOT BE RESCHEDULED IN THE SAME DAY. CEMANLEY CAPT N443
3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year?

Training sorties are not scheduled by working areas. Alternate training areas are not required as the areas currently used are of sufficient distance from each other to compensate for all but the most widespread weather systems. There are provisions for aircraft and maintenance to relocate temporarily (detachment operations) in local directives and civilian maintenance contracts, however, there has been no need to exercise this option for over five years.

## Features and Capabilities

### B. Encroachment:

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your air station? If so, describe.

NO

2. Have there been any ATC delays (15 minutes or greater) between initial take-off request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991	0	0	0
1992	0	0	0
1993	0	0	0

3. How many times during each of the past three years have any of your low level training routes or any of the low level training routes you used been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

**Features and Capabilities**

**B. Encroachment (cont)**

**4. Is the existing AICUZ study encoded in local zoning ordinance?**

**Yes, in Santa Rosa and Escambia Counties of Florida.**

**a. Attach a copy of any applicable sections of the air station's AICUZ plan and those for OLFs used, and note any recent modifications.**

**SEE ATTACHMENT TWO**

**b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.**

**The Santa Rosa County Ordinance restricts growth around North and South Whiting and NOLF's Pace, Holley, Harold, Spencer and Santa Rosa. The Escambia ordinance restricts growth around NOLF's Saufley and Site 8.**

**SEE ATTACHMENTS THREE AND FOUR**

**Litigation history has been limited to challenges to the zoning ordinances that were upheld and two litigations involving horse farms. The Navy was held not liable in either case. The second case involved the Army and Navy but primarily the Air Force, in which the Air force settled the case.**

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

NO. The current training aircraft are probably the quietest in the fleet and with the established "good neighbor" atmosphere between the communities and the Navy, we do not expect any major restrictions. Additionally, the areas surrounding the NOLFs are predominantly rural.

NAS Whiting Field and its thirteen NOLFS occupy, for the most part, a rural setting and therefore encroachment is minimal and does not restrict or hinder flight operations, to any appreciable degree. Airport zoning is in place for the NOLFs in Santa Rosa County and Escambia County, Florida. Both of these have been incorporated into the State required comprehensive plans and landuse maps. They both restrict the number and type of buildings in the airport environs and have been effective. No airport zoning exists in Alabama however; coordination has been established in an effort to integrate airport zoning into the land use ordinance. In the interim, cooperative efforts have been established between planning agencies and the Navy. These zoning efforts are diligently combined with an active clear zone acquisition program and should ensure viability of these airfields for current aircraft and the Joint Primary Aviation Training System (JPATS).

NAS Whiting Field is a key member of the South Eastern Test and Training Area (SETTA) encroachment and environmental coordination committee. This committee allows rapid and joint responses to encroachment issues as well as the sharing of knowledge.

A highly cooperative atmosphere exists in the local area. A recent proposal for an expansion at Peter Prince Airport (3 miles south of Whiting) had the potential to disrupt training operations, however, the Santa Rosa County Commissioners agreed that no construction would take place that would hinder Naval Flight Training. This agreement permits the civil airport to expand but the requirement for the Navy to issue the pilots a "Prior Permission Required" (PPR) in order to use the new runway allows the Navy to control numbers during Navy operating hours. Additionally the airport cannot install any instrument landing systems.

Concerns have been voiced regarding the crowded airspace in the Whiting complex. A large number of the near midair collision (NMAC) reports occurred prior to procedural changes that eliminate many of the congestion points and a corresponding decrease in near midair reports. The imminent installation of the collision avoidance system (NACWS) in the T-34C will decrease the number of future incidence.

6. Provide a copy of the current and proposed land development plans for the area surrounding the air station (i.e., the local government's comprehensive land-use plan)

SEE ATTACHMENTS FIVE AND SIX

**Features and Capabilities**

**C. Quality of Life**

**1. Military Housing**

**(a) Family Housing:**

**(1) Do you have mandatory assignment to on-base housing?**

**NO**

**(2) For military family housing in your locale provide the following information:**

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	18	18	N/A	N/A
Officer	3	50	50	N/A	N/A
Officer	1 or 2	90	90	N/A	N/A
Enlisted	4+	35	26	9	N/A
Enlisted	3	159	129	30	N/A
Enlisted	1 or 2	60	17	43	N/A
Mobile Homes	N/A	N/A	N/A	N/A	N/A
Mobile Home lots	N/A	N/A	N/A	N/A	N/A

**(3) In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:**

Facility type/code: N/A

What makes it inadequate?

What use is being made of the facility?

What is the cost to upgrade the facility to substandard?

What other use could be made of the facility and at what cost?

Current improvement plans and programmed funding:.....

Has this facility condition resulted in C3 or C4 designation on your BASEREP?

**Features and Capabilities**

**C. Quality of Life (cont.)**

--(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List <sup>5</sup>	Average Wait
<b>O-6/7/8/9</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>N/A</b>	<b>N/A</b>
	<b>3</b>	<b>N/A</b>	<b>N/A</b>
	<b>4+</b>	<b>0</b>	<b>1 MOS</b>
<b>O-4/5</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>N/A</b>	<b>N/A</b>
	<b>3</b>	<b>1</b>	<b>3 MOS</b>
	<b>4+</b>	<b>2</b>	<b>4 MOS</b>
<b>O-1/2/3/CWO</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>19</b>	<b>2 MOS</b>
	<b>3</b>	<b>3</b>	<b>3 MOS</b>
	<b>4+</b>	<b>2</b>	<b>3 MOS</b>
<b>E7-E9</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>N/A</b>	<b>N/A</b>
	<b>3</b>	<b>1</b>	<b>1 MOS</b>
	<b>4+</b>	<b>0</b>	<b>3 MOS</b>
<b>E1-E6</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>36</b>	<b>6-8 MOS</b>
	<b>3</b>	<b>3</b>	<b>1 MOS</b>
	<b>4+</b>	<b>6</b>	<b>2-4 MOS</b>

---

<sup>5</sup>As of 31 March 1994.

**Features and Capabilities**

**C. Quality of Life (cont.)**

(5) What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

Top Five Factors Driving the Demand for Base Housing	
<b>1</b>	<b>CLOSE PROXIMITY TO NASWF</b>
<b>2</b>	<b>OPPORTUNITY TO RESIDE IN A NEIGHBORHOOD WITH OTHER MILITARY FAMILIES</b>
<b>3</b>	<b>LIVING IN A SECURITY CONTROLLED ENVIRONMENT</b>
<b>4</b>	<b>ABILITY TO QUALIFY FOR INCREASED BEDROOM ENTITLEMENT AND ALLOWING E-1 THROUGH E-3'S TO COMPETE ON EQUAL BASIS WITH OTHER ENLISTED PERSONNEL</b>
<b>5</b>	<b>ATTRACTIVE APPEARANCE AND EXCELLENT MAINTENANCE OF FAMILY HOUSING</b>

(6) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

**80%**

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
<b>Adequate</b>	<b>99.56</b>
<b>Substandard</b>	<b>93.92</b>
<b>Inadequate</b>	<b>N/A</b>

(8) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% ( or vacancy over 2%), is there a reason?

**OUR FY94 REPORT WILL REFLECT A DECREASE IN OUR UTILIZATION RATE. THIS REDUCTION IS MAINLY DUE TO UNITS BEING DOWN FOR MAJOR WALL REPLACEMENT IN ADEQUATE HOUSING. SINCE E-1'S THROUGH E-3'S ARE NOW ABLE TO COMPETE WITH OTHER ENLISTED PERSONNEL FOR ADEQUATE QUARTERS, OCCUPANCY RATE WILL PROBABLY DECREASE IN SUBSTANDARD QUARTERS.**

**Features and Capabilities**

**C. Quality of Life (cont.)**

**(b) BEQ:**

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
<b>Adequate</b>	<b>86%</b>
<b>Substandard</b>	<b>N/A</b>
<b>Inadequate</b>	<b>N/A</b>

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

**IN NOVEMBER 1993, RENOVATION BEGAN ON THE BEQ. THIS REDUCED THE NUMBER OF ROOMS AVAILABLE. OCCUPANCY AS OF 31 MARCH 1994 WAS 96%.**

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{\# Geographic Bachelors} \times \text{average number of days in barracks}}{365} = 7.4$$

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
<b>Family Commitments (children in school, financial, etc.)</b>	<b>6</b>	<b>32%</b>	
<b>Spouse Employment (non-military)</b>	<b>6</b>	<b>32%</b>	
<b>Other</b>	<b>7</b>	<b>36%</b>	<b>DIVORCE/SEPARATION</b>
<b>TOTAL</b>	<b>19</b>	<b>100</b>	

(5) How many geographic bachelors do not live on base? **UNKNOWN**

**Features and Capabilities**

**C. Quality of Life (cont.)**

**(c) BOQ:**

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	43%
Substandard	N/A
Inadequate	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

**IN DECEMBER 1993, RENOVATION BEGAN ON THE BOQ. THIS REDUCED THE NUMBER OF AVAILABLE ROOMS. AS OF 31 MARCH 1994 OCCUPANCY WAS 90%.**

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{\# Geographic Bachelors} \times \text{average number of days in barracks}}{365} = 2.2$$

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	1	11%	
Spouse Employment (non-military)	7	78%	
Other	1	11%	<b>DIVORCE/SEPARATION</b>
<b>TOTAL</b>	<b>9</b>	<b>100</b>	

(5) How many geographic bachelors do not live on base? **UNKNOWN**

R

Features and Capabilities

C. Quality of Life (cont.)

2. For on-base MWR facilities<sup>1</sup> available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION: NAS WHITING FIELD DISTANCE: 0

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	13	Y
	Outdoor Bays	20	Y
Arts/Crafts - CERAMICS	SF	3,430	N/A*
Wood Hobby	SF	4,060	N
Bowling	Lanes	12	Y
Enlisted Club	SF	7,000	Y**
Officer's Club	SF	12,000	Y**
Library	SF	2,880	N/A
	Books	13,000	
	Tapes	100	
Theater	Seats	0	N/A ***
ITT OMEGA TRAVEL	SF	180	Y
Museum/Memorial	SF	3,280	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor) COMMUNITY	Lanes	8	Y

R  
MWR

\* NOTE: ORGANIZED CLUB MANAGED

\*\* NOTE: CLUBS WILL BE CONSOLIDATED THIS FISCAL YEAR

\*\*\* NOTE: THEATER ASSIGNED TO TRAINING. NOT USED FOR MOVIES R

<sup>1</sup>Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

**Features and Capabilities**

**C. Quality of Life (cont.)**

2. For on-base MWR facilities<sup>6</sup> available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

**LOCATION: NAS WHITING FIELD DISTANCE: 0**

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	13	Y
	Outdoor Bays	20	Y
Arts/Crafts - CERAMICS	SF	3,430	N/A*
Wood Hobby	SF	4,060	N
Bowling	Lanes	12	Y
Enlisted Club	SF	7,000	Y**
Officer's Club	SF	12,000	Y**
Library	SF	2,880	N/A
	Books	13,000	
	Tapes	100	
Theater	Seats	0	N/A ***
ITT OMEGA TRAVEL	SF	180	Y
Museum/Memorial	SF	3,280	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor) COMMUNITY	Lanes	0/8 GEM	Y

DOES NOT SHOW MOVIES,  
USED FOR MEETINGS AND  
SPECIAL EVENTS - BP  
N-432  
5-1-94

CED Manley  
CWET N413  
03 MAY 94

- \* NOTE: ORGANIZED CLUB MANAGED
- \*\* NOTE: CLUBS WILL BE CONSOLIDATED THIS FISCAL YEAR
- \*\*\* NOTE: THEATER ASSIGNED TO TRAINING

<sup>6</sup>Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

**Features and Capabilities**

**C. Quality of Life (cont.)**

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Pool (outdoor) CBQ	Lanes	5	Y
Beach	LF	1,230	N/A
Swimming Ponds	Each	0	N/A
Tennis CT	Each	11	N/A
Volleyball CT (outdoor)	Each	3	N/A
Basketball CT (outdoor)	Each	4	N/A
Racquetball CT	Each	4	N/A
Golf Course *	Holes	18	Y
Driving Range	Tee Boxes	12	Y
Gymnasium NAUTILUS	SF	2,772	N/A
Gymnasium GYM	SF	11,473	N/A
Fitness Center	SF	10,646	N/A
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Softball Fld	Each	6	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	0	N/A
Community Center WHITING PINES	SF	4,506	N/A
Community Center MAGDA VILLAGE	SF	6,400	N/A
Picnic Area (NASWF)	SF	200,960	N/A

R. PATRICK  
N-432  
CNC  
5-1-94

\* INCLUDES GOLF COURSE SNACK BAR/ FAST FOOD RESTAURANT

	<b>PAVILIONS</b>	<b>1</b>	<b>N/A</b>
<b>Picnic Area (WHITING PARK)</b>	<b>PAVILIONS</b>	<b>5</b>	<b>N/A</b>
<b>Rentals (WHITING PARK)</b>	<b>CANOES</b>	<b>14</b>	<b>N/A</b>
	<b>BOATS</b>	<b>35</b>	
	<b>CAMPERS</b>	<b>5</b>	
<b>Skeet Range</b>	<b>Trap Houses</b>	<b>2</b>	<b>N/A</b>

**NOTE: SPORTS EQUIPMENT OF VARIOUS TYPES ARE MAINTAINED AT ALL THE NOLES TO FACILITATE NAVY PERSONNEL REMAINING PHYSICALLY ABLE TO COMPLETE THE PHYSICAL FITNESS TEST.**

3. Is your library part of a regional interlibrary loan program?  
**YES**

R

**Features and Capabilities**

**C. Quality of Life (cont.)**

**4. Base Family Support Facilities and Programs**

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	0	0	0	*	**	0
6-12 Mos	0	0	0	*	**	0
12-24 Mos	10	0	480*	0	5	90
24-36 Mos	14	0	468*	0	7	120
3-5 Yrs	17	0	600*	0	13	180

R  
R  
R

\* TOTAL SQUARE FEET OF BUILDING IS 2,691 WHICH IS INADEQUATE FOR AGES 0-12 MOS. BUT SUBSTANDARD FOR AGES 12MOS-5YRS.

\*\* NO LIST ESTABLISHED SINCE CARE NOT AVAILABLE IN CENTER

12-24 = 480 CHILD CARE, 618 TOTAL

R

24-36 = 468 CHILD CARE, 780 TOTAL

R

3-5 YR = 600 CHILD CARE, 1293 TOTAL

R

b. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

Facility type/code:

- CHILD CARE CENTER (740-74)

What makes it inadequate?

- NO SPACE FOR INFANT CARE
- WAITING LIST CANNOT BE ACCOMMODATED

What use is being made of the facility?

- CARE FOR AGES ONE YEAR THROUGH FIVE YEARS. (41)
- MEALS ARE BEING SERVED IN THE FACILITY
- CHILD DEVELOPMENT CENTER AND FAMILY HOME CARE PROGRAMS ARE BEING OPERATED OUT OF SMALL OFFICE

**Features and Capabilities**

**C. Quality of Life (cont.)**

**4. Base Family Support Facilities and Programs**

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	0	0	0	*	**	0
6-12 Mos	0	0	0	*	**	0
12-24 Mos	10	0	618	0	5	90
24-36 Mos	14	0	780	0	7	120
3-5 Yrs	17	0	1,293	0	13	180

B. PATRICK  
CNET  
N-432  
5-1-94

\* TOTAL SQUARE FEET OF BUILDING IS 2,691 WHICH IS INADEQUATE FOR AGES 0-12 MOS. BUT SUBSTANDARD FOR AGES 12MOS-5YRS.  
\*\* NO LIST ESTABLISHED SINCE CARE NOT AVAILABLE IN CENTER

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What makes it inadequate?

- NO SPACE FOR INFANT CARE
- WAITING LIST CANNOT BE ACCOMMODATED

What use is being made of the facility?

- CARE FOR AGES ONE YEAR THROUGH FIVE YEARS (41)
- MEALS ARE BEING SERVED IN THE FACILITY
- CHILD DEVELOPMENT CENTER AND FAMILY HOME CARE PROGRAMS ARE BEING OPERATED OUT OF SMALL OFFICE
- TRAINING REQUIRED FOR STAFF TAKES PLACE DURING NAP TIME OR ON PICNIC TABLES OUTSIDE OR AT NIGHT

What is the cost to upgrade the facility to substandard?

- **ADD SQUARE FOOTAGE TO BUILDING = 100K**

What other use could be made of the facility and at what cost?

- **THRIFT SHOP COULD OCCUPY THE SPACE AT NO MAJOR COST**
- **PACKAGE STORE/MINI MART COULD OCCUPY THE SPACE**

Current improvement plans and programmed funding:

- **THE UNOCCUPIED ARMY RESERVE BUILDING AT 2781 N.W. DOGWOOD DRIVE IS BEING ACTIVELY PURSUED BY NASWF. PRELIMINARY PLANS HAVE BEEN DRAWN AND FUNDS HAVE BEEN PROVIDED FOR FINAL DESIGN. THE \$220K RENOVATION WILL ACCOMMODATE 98 CHILDREN FROM THE AGES OF 6 WEEKS TO 5 YEARS. THIS FACILITY WOULD BE FULLY ADEQUATE FOR NASWF CHILD CARE NEEDS.**

Has this facility condition resulted in C3 or C4 designation on your BASEREP?

- **NO**

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

- **SEVERAL AREA CHILD CARE CENTERS EITHER PRIVATELY OR CHURCH SPONSORED PROVIDE CARE FOR CHILDREN ON OUR WAITING LIST. FAMILY HOME CARE THROUGH HRS PROVIDE CARE OFF MILITARY FACILITIES.**

d. How many "certified home care providers" are registered at your base?

- **FIVE CERTIFIED HOMES AND FIVE ADDITIONAL TO BE APPROVED 15 MAY**

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs).

- **CORRY STATION 3/4 HOUR**
- **EGLIN AFB 1 HOUR**
- **NAS PENSACOLA 1 HOUR**

**Features and Capabilities**

**C. Quality of Life (cont.)**

f. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	17,000
Gas Station	SF	1,302
Auto Repair	SF	1,023
Auto Parts Store	SF	0*
Commissary	SF	21,978
Mini-Mart	SF	0
Package Store	SF	3,740
Fast Food Restaurants <del>*</del> <sup>new</sup>	Each	<del>0</del> <del>0</del> <del>X</del>
Bank/Credit Union	Each	2
Family Service Center	SF	4,234
Laundromat	SF	0
Dry Cleaners	Each	0
ARC	PN	0
Chapel	PN	400
FSC Classrm/Auditorium	PN	33
Exchange Snack Stand	Each	3 * **

B. PATRICK  
CNET N-432

GEMANLEY  
CNET 6442  
02 MAR 94

\* AUTO PARTS CAN BE ORDERED FROM THE AUTO REPAIR SHOP AND THE AUTO HOBBY SHOP.

SEE P. 137 → \*\* ALSO OPERATES A MWR / GOLF COURSE SNACK BAR / RESTAURANT,  
\* INCLUDES NAVY EXCHANGE CAFETERIA'S AND SNACK BARS.

## Features and Capabilities

### C. Quality of Life (cont.)

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Atlanta, GA	300
Biloxi, MS	139
Birmingham, AL	229
Brewton, AL	30
Evergreen, AL	55
Foley, AL	66
Fort Walton, FL	48
Gulf Shores, AL	71
Jacksonville, FL	348
Miami, FL	680
Milton, FL	7
Mobile, AL	76
Montgomery, AL	140
Nashville, TN	422
Navarre Beach, FL	35
New Orleans, LA	221
Orlando, FL	444
Panama City, FL	114
Pensacola, FL	34
Pensacola Beach, FL	34
Tallahassee, FL	184
Tampa, FL	456

**Features and Capabilities****C. Quality of Life (cont.)****6. Standard Rate VHA Data for Cost of Living:**

Paygrade	With Dependents	Without Dependents
E1	24.70	13.82
E2	24.70	15.53
E3	12.40	9.14
E4	37.43	26.12
E5	40.16	28.04
E6	30.73	20.92
E7	33.48	23.25
E8	14.87	11.24
E9	25.26	19.17
W1	70.84	53.80
W2	36.90	28.94
W3	49.33	40.10
W4	42.78	37.93
O1E	20.26	15.03
O2E	28.55	22.77
O3E	40.08	33.91
O1	34.89	25.71
O2	0.00	0.00
O3	55.31	46.56
O4	33.97	29.54
O5	90.39	74.75
O6	145.67	120.57
O7	74.18	60.27



**Features and Capabilities**

**C. Quality of Life (cont.)**

(b) What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate
Efficiency	98
Apartment (1-2 Bedroom)	90
Apartment (3+ Bedroom)	98
Single Family Home (3 Bedroom)	85
Single Family Home (4+ Bedroom)	95
Town House (2 Bedroom)	95
Town House (3+ Bedroom)	*
Condominium (2 Bedroom)	*
Condominium (3+ Bedroom)	*

**\* NOT AVAILABLE IN MILTON/PACE AREA**

**\*\* IF REQUIRED, COMMUNITY CAN INCREASE AVAILABILITY**

(c) What are the median costs for homes in the area?

Type of Home	Median Cost**
Single Family Home (3 Bedroom)	65,000
Single Family Home (4+ Bedroom)	70,000
Town House (2 Bedroom)	40,000
Town House (3+ Bedroom)	*
Condominium (2 Bedroom)	*
Condominium (3+ Bedroom)	*

**\* NOT AVAILABLE IN MILTON/PACE AREA**

**\*\* MEDIAN COST IS BASED ON COUNTY WIDE AVAILABLE HOUSING AND THE 1990 CENSUS FOR SANTA ROSA COUNTY**

## Features and Capabilities

### C. Quality of Life (cont.)

(d) For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Month	Number of Bedrooms		
	2	3	4+
January	*	*	*
February	*	*	*
March 94	1**	20**	6**
April 94	2	28	8
May	*	*	*
June	*	*	*
July	*	*	*
August	*	*	*
September	*	*	*
October	*	*	*
November	*	*	*
December	*	*	*

\* THE MLS SYSTEM DOES NOT RETAIN STATISTICS ON HOUSES THAT WERE AVAILABLE FOR PURCHASE.

\*\* THIS IS THE CURRENT MLS LISTING FOR HOUSES IN THE \$60,000 TO \$69,000 PRICE RANGE. CAUTION MUST BE USED AS THIS DOES NOT LIST ALL AVAILABLE HOUSES. NAS WHITING HOUSING OFFICE CURRENTLY HAS 42 HOMES THAT ARE NOT ON THE MLS. MANY ADDITIONAL HOUSES ARE NOT ON THE MLS DUE TO FOR SALE BY OWNER OR REALTOR NOT BELONGING TO MLS.

(e) Describe the principle housing cost drivers in your local area.

- AVAILABILITY AND COST OF LAND
- REASONABLE LABOR AND MAINTENANCE COSTS
- RECENT SEWER AVAILABILITY IN PACE

**Features and Capabilities**

**C. Quality of Life (cont.)**

8. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
<b>ABH</b>	<b>0</b>	<b>174</b>
<b>ABF</b>	<b>0</b>	<b>25</b>
<b>AK</b>	<b>0</b>	<b>23</b>
<b>AMH</b>	<b>0</b>	<b>18</b>
<b>ABE</b>	<b>0</b>	<b>12</b>

9. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
<b>PENSACOLA</b>	<b>36</b>	<b>30</b>	<b>45</b>
<b>PACE/PEA RIDGE</b>	<b>30</b>	<b>17</b>	<b>25</b>
<b>MILTON</b>	<b>30</b>	<b>8</b>	<b>15</b>
<b>GULF BREEZE</b>	<b>2</b>	<b>40</b>	<b>50</b>
<b>RURAL AREAS</b>	<b>2</b>	<b>45</b>	<b>15-60</b>

## Features and Capabilities

### C. Quality of Life (cont.)

10. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

(a) List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

Institution	T Y P E	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ACT Score	% HS Grad to Higher Educ	s o u r c e
Bagdad Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Berryhill Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Central High	Pub	6-12	YES	N/A	SAT* ACT- N/A	**	1
Chumuckla Elementary	Pub	K-6	YES	N/A	N/A	N/A	1
Dixon Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
East Milton Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Gulf Breeze Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Gulf Breeze High	Pub	6-12	YES	N/A	SAT-* ACT- 22.2	**	1

<b>Hobbs Middle</b>	<b>Pub</b>	<b>6-8</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Holley-Navarre Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Holley-Navarre Middle</b>	<b>Pub</b>	<b>6-8</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Jackson Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Jay Elementary</b>	<b>Pub</b>	<b>K-6</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Jay High</b>	<b>Pub</b>	<b>7-12</b>	<b>YES</b>	<b>N/A</b>	<b>SAT-*</b> <b>ACT-</b> <b>19.9</b>	<b>**</b>	<b>1</b>
<b>King Middle</b>	<b>Pub</b>	<b>6-8</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Milton High</b>	<b>Pub</b>	<b>9-12</b>	<b>YES</b>	<b>N/A</b>	<b>SAT-*</b> <b>ACT-</b> <b>19.7</b>	<b>**</b>	<b>1</b>
<b>Munson Elementary</b>	<b>Pub</b>	<b>K-6</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Oriole Beach Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Pace Middle</b>	<b>Pub</b>	<b>6-8</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Pace High</b>	<b>Pub</b>	<b>9-12</b>	<b>YES</b>	<b>N/A</b>	<b>SAT-*</b> <b>ACT-</b> <b>20.8</b>	<b>**</b>	<b>1</b>
<b>Pea Ridge Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Rhodes Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Santa Rosa Christian</b>	<b>Par</b>	<b>K4-12</b>	<b>NO</b>	<b>K4-</b> <b>K5=1000</b> <b>1-12=1670</b>	<b>**</b>	<b>86%</b>	<b>1</b>
<b>East Hill Christian</b>	<b>Pvt</b>	<b>K-12</b>	<b>NO</b>	<b>2160-2380</b>	<b>ACT-21</b>	<b>85%</b>	<b>1</b>

Episcopal Day	Pvt	PreK-12	NO	UNK	**	**	1
Escambia Christian	Pvt	PreK-12	NO	1600-1800	**	**	1
Gulf Coast Christian Ady	Pvt	K-12	UNK	UNK	**	**	1
Montessori Early Sch	Pvt	K-6	YES	2850-3000	N/A	N/A	1
Pensacola Catholic High	Pvt	9-12	YES	2436-3288	ACT-21.6	95%	1
St John The Evangelical Catholic	Par	K-8	NO	1400-1700	N/A	N/A	1
St Michael Interparochial	Par	K-8	NO	140-270/MOS	N/A	N/A	1
Temple Christian	Pub	K-12	NO	95-425/MOS	**	**	1
West Florida Baptist Admy	Pvt	K-12	NO	950-5700	**	75%	1
Jim Allen Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Barrineau Park Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Beggs Educational Ctr	Pub	9-12	YES	N/A	N/A	N/A	1
Bellview Middle	Pub	6-8	YES	N/A	N/A	N/A	1
Beulah Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Bratt Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Brentwood Middle	Pub	6-8	YES	N/A	N/A	N/A	1

<b>Brown Barge</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Brownsville Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Byrneville Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Carver Middle</b>	<b>Pub</b>	<b>6-8</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Century Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Century High</b>	<b>Pub</b>	<b>9-12</b>	<b>YES</b>	<b>N/A</b>	<b>**</b>	<b>**</b>	<b>1</b>
<b>N B Cook Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Cordova Park Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Dixon Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Edgewater Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Ensley Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Ernest Ward</b>	<b>Pub</b>	<b>6-12</b>	<b>YES</b>	<b>N/A</b>	<b>**</b>	<b>**</b>	<b>1</b>
<b>Escambia High</b>	<b>Pub</b>	<b>9-12</b>	<b>YES</b>	<b>N/A</b>	<b>SAT 931</b>	<b>75%</b>	<b>1</b>
<b>Ferry Pass Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Ferry Pass Middle</b>	<b>Pub</b>	<b>6-8</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Goulding Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Hallmark Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Helen Caro Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>

<b>Lincoln Park Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Lipscomb Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Longleaf Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>McArthur Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Molino Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Montclair Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Myrtle Grove Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Navy Point Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>O J Semmes Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Oakcrest Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Pensacola Beach Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Pensacola High</b>	<b>Pub</b>	<b>9-12</b>	<b>YES</b>	<b>N/A</b>	<b>SAT-980 ACT-24</b>	<b>75%</b>	<b>1</b>
<b>Pine Meadow Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Pine Forest High</b>	<b>Pub</b>	<b>9-12</b>	<b>YES</b>	<b>N/A</b>	<b>SAT-879 ACT-20</b>	<b>55%</b>	<b>1</b>
<b>Pleasant Grove Elementary</b>	<b>Pub</b>	<b>K-5</b>	<b>YES</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>

Ransom Middle	Pub	6-8	YES	N/A	N/A	N/A	1
Scenic Heights Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Sherwood Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Spencer Bibb Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Suter Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Tate High	Pub	9-12	YES	N/A	**	**	1
Warrington Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Warrington Middle	Pub	6-8	YES	N/A	N/A	N/A	1
Washington Middle	Pub	6-8	YES	N/A	N/A	N/A	1
Washington High	Pub	9-12	YES	N/A	ACT-21	73%	1
Wedgewood Middle	Pub	6-8	YES	N/A	N/A	N/A	1
Weis Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
West Pensacola Elementary	Pub	K-5	YES	N/A	N/A	N/A	1
Woodham High	Pub	9-12	YES	N/A	SAT-1040 ACT-21	79%	1
Workman Middle	Pub	6-8	YES	N/A	N/A	N/A	1
Yniestra Elementary	Pub	K-5	YES	N/A	N/A	N/A	1

Holley Navarre Middle	Pub	6-8	YES	N/A	N/A	N/A	1
City of Brewton	Pub	K-12	YES	N/A	ACT 19.2	65- 70%	1

**1 - SOURCE-SCHOOL SYSTEM**

**\* - COUNTY AVERAGE SAT-914**

**\*\* - NOT COMPILED BY SCHOOL SYSTEM**

## Features and Capabilities

### C. Quality of Life (cont.)

(b) List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
St. Augustine Technical Center	Day	NO	YES	NO	NO	NO
	Night	NO	NO	NO	NO	NO
Pensacola Junior College	Day	YES	YES	YES	YES	NO
	Night	YES	YES	YES	YES	NO
University of West Florida	Day	NO	YES	YES	YES	YES
	Night	NO	NO	YES	YES	YES
Locklin Vo-Tech	Day	YES	YES	NO	NO	NO
	Night	YES	YES	NO	NO	NO
Jefferson Davis Junior College	Day	YES	YES	YES	YES	NO
	Night	YES	YES	YES	YES	NO
Troy State University	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
George Stone Vo-Tech	Day	YES	YES	NO	NO	NO
	Night	YES	YES	NO	NO	NO
Escambia/ Brewton Vo-Tech	Day	YES	YES	NO	NO	NO
	Night	YES	YES	NO	NO	NO

<b>Pensacola Christian College</b>	Day	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>
	Night	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>
<b>Embry Riddle</b>	Day	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>
	Night	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>

**Features and Capabilities**

**C. Quality of Life (cont.)**

(c) List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
TROY STATE UNIVERSITY	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
	Correspondence	NO	NO	NO	NO	NO
LOUISIANA STATE UNIVERSITY	Day	NO	NO	NO	NO	NO
	Night	NO	NO	NO	NO	NO
	Correspondence	NO	YES	NO ADM	NO ADM	NO
EMBRY RIDDLE	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
	Correspondence	NO	NO	NO	NO	NO
	Day					
	Night					
	Correspondence					

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**Features and Capabilities**

**C. Quality of Life (cont.)**

**11. Spousal Employment Opportunities**

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	*	*	*	*
Manufacturing	*	*	*	*
Clerical	*	*	*	*
Service	*	*	*	*
Other	146	188	142	**

\* Above statistical data derived from Family Service Center's Semi-Annual reports as per OPNAVINST 1754.1A. Report does not require breakdown of skill levels.

\*\* Escambia County - 5.3% for 1993 (6.2% in Jan 94; 5.7% in May 94)

\*\* Santa Rosa County - 5.1% for 1993 (6.6% in Jan 94; 5.0% in May 94)

**12. Active Duty/Beneficiary Medical and Dental Facilities.**

Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

**No. Military Medical facilities in the greater Pensacola Complex are sufficient to care for most active duty needs. Military Medical Facilities of the Greater Pensacola Complex are Naval Hospital, Pensacola, and three local Branch Medical Clinics.**

**Active duty personnel have no difficulty with access to dental care at NAS, Whiting Field. Dental specialty services are not available; referred to Naval Dental Center, Pensacola which is one hour away.**

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**Features and Capabilities**

C. Quality of Life (cont.)

11. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Served by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	*	*	*	*
Manufacturing	*	*	*	*
Clerical	*	*	*	*
Service	*	*	*	*
Other	146	188	142	**

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\* Above statistical data derived from Family Service Center's Semi-Annual reports as per OPNAVINST 1754.1A. Report does not require breakdown of skill levels.

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**Features and Capabilities**

**C. Quality of Life (cont.)**

**11. Spousal Employment Opportunities**

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Served by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	*	*	*	*
Manufacturing	*	*	*	*
Clerical	*	*	*	*
Service	*	*	*	*
Other	238	148	200	**

\* Above statistical data derived from Family Service Center's Semi-Annual reports as per OPNAVINST 1754.1A. Report does not require breakdown of skill levels.

\*\* Escambia County - 5.3% for 1993 (6.2% in Jan 94)

\*\* Santa Rosa County - 5.1% for 1993 (6.6% in Jan 94)

**12. Active Duty/Beneficiary Medical and Dental Facilities.**

Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

**No. Military Medical facilities in the greater Pensacola Complex are sufficient to care for most active duty needs. Military Medical Facilities of the Greater Pensacola Complex are Naval Hospital, Pensacola, and three local Branch Medical Clinics.**

**Active duty personnel have no difficulty with access to dental care at NAS, Whiting Field. Dental specialty services are not available; referred to Naval Dental Center, Pensacola which is one hour away.**

## **Features and Capabilities**

### **C. Quality of Life (cont.)**

#### **13. Active Duty/Beneficiary Medical and Dental Facilities.**

Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

**No. The medical needs of other beneficiaries can be met through a combination of military and civilian providers. The civilian health care community has adequate assets to care for military beneficiaries which cannot be seen in military facilities.**

**Civilian medical facilities include three (400+)-bed hospitals and one 150-bed hospital. Unique capabilities include a children's hospital, neonatal intensive care unit, psychiatric center, and rehabilitation facility. The nearest burn facility is located in Mobile, AL, approximately 60 miles away.**

**A civilian health care program unique to the Northwest Florida area is CHAMPUS Select. This is new health care program for CHAMPUS beneficiaries in need of care outside the military treatment facility. The program consists of a comprehensive network of "preferred" doctors, hospitals and other health care professionals established to deliver standard CHAMPUS benefits - plus reduced cost-shares and automatic claims filing.**

**Except for relief of pain and infection due to an emergency condition, dependents of active duty personnel who are enrolled with Delta Dental are not eligible for dental care. Access to civilian dentists in the Pensacola/Milton area is considered excellent. Dependents who are not enrolled with Delta Dental, are eligible for care on a space available basis only.**

**Features and Capabilities**

**C. Quality of Life (cont.)**

14. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991 NOTE 1	FY 1992 NOTE 2	FY 1993 NOTE 2
<b>1. Arson (6A)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>2. Blackmarket (6C)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>3. Counterfeiting (6G)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>4. Postal (6L)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0

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Features and Capabilities

C. Quality of Life (cont.)

14. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991 NOTE 1	FY 1992 NOTE 2	FY 1993 NOTE 2
<b>1. Arson (6A)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>2. Blackmarket (6C)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>3. Counterfeiting (6G)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>4. Postal (6L)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0

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## Features and Capabilities

### C. Quality of Life (cont.)

14. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>1. Arson (6A)</b>	<b>(N1)</b>	<b>1(N1)</b>	<b>9(N1)</b>
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>2. Blackmarket (6C)</b>		<b>0</b>	<b>0</b>
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>3. Counterfeiting (6G)</b>		<b>0</b>	<b>0</b>
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>4. Postal (6L)</b>		<b>0</b>	<b>0</b>
Base Personnel - military	*	1	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>5. Customs (6M)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>6. Burglary (6N)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	1	1
Off Base Personnel military	*	1	0
Off Base Personnel -civilian	*	0	1
<b>7. Larceny - Ordnance (6R)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>8. Larceny - Government (6S)</b>			
Base Personnel - military	*	7	8
Base Personnel - civilian	*	2	2
Off Base Personnel - military	*	0	2
Off Base Personnel - civilian	*	1	0

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993	
<b>5. Customs (6M)</b>				R
Base Personnel - military	*	0	0	
Base Personnel - civilian	*	0	0	
Off Base Personnel military	*	0	0	
Off Base Personnel -civilian	*	0	0	
<b>6. Burglary (6N)</b>				R
Base Personnel - military	*	0	0	R
Base Personnel - civilian	*	1	1	R
Off Base Personnel military	*	1	0	R
Off Base Personnel -civilian	*	0	1	R
<b>7. Larceny - Ordnance (6R)</b>				R
Base Personnel - military	*	0	0	
Base Personnel - civilian	*	0	0	R
Off Base Personnel - military	*	0	0	
Off Base Personnel - civilian	*	0	0	
<b>8. Larceny - Government (6S)</b>				R
Base Personnel - military	*	7	8	R
Base Personnel - civilian	*	2	2	R
Off Base Personnel - military	*	0	2	R
Off Base Personnel - civilian	*	1	0	R

**Features and Capabilities**

**C. Quality of Life (cont.)**

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>5. Customs (6M)</b>		0	0
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel military	*	0	0
Off Base Personnel -civilian	*	0	0
<b>6. Burglary (6N)</b>		738	886
Base Personnel - military	*	1	3
Base Personnel - civilian	*	1	4
Off Base Personnel military	*	2	3
Off Base Personnel -civilian	*	0	3
<b>7. Larceny - Ordnance (6R)</b>		0	0
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	1
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>8. Larceny - Government (6S)</b>		0	0
Base Personnel - military	*	12	37
Base Personnel - civilian	*	1	3
Off Base Personnel - military	*	3	7
Off Base Personnel - civilian	*	0	1

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>9. Larceny - Personal (6T)</b>			
Base Personnel - military	*	8	2
Base Personnel - civilian	*	3	2
Off Base Personnel - military	*	2	0
Off Base Personnel - civilian	*	1	0
<b>10. Wrongful Destruction (6U)</b>			
Base Personnel - military	*	12	12
Base Personnel - civilian	*	2	2
Off Base Personnel - military	*	7	2
Off Base Personnel - civilian	*	0	2
<b>11. Larceny - Vehicle (6V)</b>			
Base Personnel - military	*	1	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>12. Bomb Threat (7B)</b>			
Base Personnel - military	*	1	4
Base Personnel - civilian	*	1	8
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	3	1

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993	
<b>9. Larceny - Personal (6T)</b>				R
Base Personnel - military	*	8	2	R
Base Personnel - civilian	*	3	2	R
Off Base Personnel - military	*	2	0	R
Off Base Personnel - civilian	*	1	0	R
<b>10. Wrongful Destruction (6U)</b>				R
Base Personnel - military	*	12	12	R
Base Personnel - civilian	*	2	2	R
Off Base Personnel - military	*	7	2	R
Off Base Personnel - civilian	*	0	2	R
<b>11. Larceny - Vehicle (6V)</b>				R
Base Personnel - military	*	1	0	R
Base Personnel - civilian	*	0	0	
Off Base Personnel - military	*	0	0	R
Off Base Personnel - civilian	*	0	0	
<b>12. Bomb Threat (7B)</b>				R
Base Personnel - military	*	1	4	R
Base Personnel - civilian	*	1	8	R
Off Base Personnel - military	*	0	0	
Off Base Personnel - civilian	*	3	1	R

## Features and Capabilities

### C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>9. Larceny - Personal (6T)</b>		<b>1366</b>	<b>1514</b>
Base Personnel - military	*	13	17
Base Personnel - civilian	*	2	9
Off Base Personnel - military	*	0	6
Off Base Personnel - civilian	*	6	6
<b>10. Wrongful Destruction (6U)</b>		<b>0</b>	<b>46</b>
Base Personnel - military	*	21	25
Base Personnel - civilian	*	6	7
Off Base Personnel - military	*	3	7
Off Base Personnel - civilian	*	3	7
<b>11. Larceny - Vehicle (6V)</b>		<b>186</b>	<b>143</b>
Base Personnel - military	*	0	1
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	1
Off Base Personnel - civilian	*	0	0
<b>12. Bomb Threat (7B)</b>		<b>0</b>	<b>0</b>
Base Personnel - military	*	0	11
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	1

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**Features and Capabilities**

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>13. Extortion (7E)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel -military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>14. Assault (7G)</b>			
Base Personnel - military	*	5	3
Base Personnel - civilian	*	4	0
Off Base Personnel - military	*	5	6
Off Base Personnel - civilian	*	1	1
<b>15. Death (7H)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>16. Kidnapping (7K)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0

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**Features and Capabilities**

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>13. Extortion (7E)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>14. Assault (7G)</b>			
Base Personnel - military	*	5	3
Base Personnel - civilian	*	4	0
Off Base Personnel - military	*	5	6
Off Base Personnel - civilian	*	1	1
<b>15. Death (7H)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>16. Kidnapping (7K)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0

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**Features and Capabilities**

**C. Quality of Life (cont.)**

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>13. Extortion (7E)</b>		<b>0</b>	<b>0</b>
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>14. Assault (7G)</b>		<b>1285</b>	<b>1402</b>
Base Personnel - military	*	5	7
Base Personnel - civilian	*	3	2
Off Base Personnel - military	*	5	7
Off Base Personnel - civilian	*	2	3
<b>15. Death (7H)</b>		<b>1</b>	<b>2</b>
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>16. Kidnapping (7K)</b>		<b>8</b>	<b>5</b>
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0

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**Features and Capabilities**

**C. Quality of Life (cont.)**

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>18. Narcotics (7N)</b>			
Base Personnel - military	*	6	2
Base Personnel - civilian	*	1	1
Off Base Personnel - military	*	1	1
Off Base Personnel - civilian	*	0	0
<b>19. Perjury (7P)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>20. Robbery (7R)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>21. Traffic Accident (7T)</b>			
Base Personnel - military	*	25	27
Base Personnel - civilian	*	13	16
Off Base Personnel - military	*	5	1
Off Base Personnel - civilian	*	1	1



**Features and Capabilities**

**C. Quality of Life (cont.)**

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)		278	241
Base Personnel - military	*	0	0
Base Personnel - civilian	*	3	5
Off Base Personnel - military	*	1	1
Off Base Personnel - civilian	*	1	0
19. Perjury (7P)		0	0
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
20. Robbery (7R)		21	26
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
21. Traffic Accident (7T)		0	0
Base Personnel - military	*	23	35
Base Personnel - civilian	*	16	18
Off Base Personnel - military	*	3	4
Off Base Personnel - civilian	*	1	1

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**Features and Capabilities**

**C. Quality of Life (cont.)**

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>22. Sex Abuse - Child (8B)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>23. Indecent Assault (8D)</b>			
Base Personnel - military	*	2	1
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>24. Rape (8F)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	1
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
<b>25. Sodomy (8G)</b>			
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	1	1
Off Base Personnel - civilian	*	0	0

**NOTE 1: AS PER OPNAV 5580.1 STATISTICS ARE ONLY MAINTAINED FOR TWO YEARS.**

**NOTE 2: DATA SHOWN FOR FY1992 AND FY 1993 IS ACTUALLY CY 1992 AND CY 1993.**

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993	
22. Sex Abuse - Child (8B)				R
Base Personnel - military	*	0	0	
Base Personnel - civilian	*	0	0	
Off Base Personnel - military	*	0	0	
Off Base Personnel - civilian	*	0	0	
23. Indecent Assault (8D)				R
Base Personnel - military	*	2	1	R
Base Personnel - civilian	*	0	0	
Off Base Personnel - military	*	0	0	
Off Base Personnel - civilian	*	0	0	
24. Rape (8F)				R
Base Personnel - military	*	0	0	
Base Personnel - civilian	*	0	1	
Off Base Personnel - military	*	0	0	
Off Base Personnel - civilian	*	0	0	
25. Sodomy (8G)				R
Base Personnel - military	*	0	0	
Base Personnel - civilian	*	0	0	
Off Base Personnel - military	*	1	1	R
Off Base Personnel - civilian	*	0	0	

NOTE 1: AS PER OPNAV 5580.1 STATISTICS ARE ONLY MAINTAINED FOR TWO YEARS.

NOTE 2: DATA SHOWN FOR FY1992 AND FY 1993 IS ACTUALLY CY 1992 AND CY 1993.

## Features and Capabilities

### C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)		0	0
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
23. Indecent Assault (8D)		0	2
Base Personnel - military	*	2	3
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
24. Rape (8F)		78	88
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	1
Off Base Personnel - military	*	0	0
Off Base Personnel - civilian	*	0	0
25. Sodomy (8G)		14	37
Base Personnel - military	*	0	0
Base Personnel - civilian	*	0	0
Off Base Personnel - military	*	0	1
Off Base Personnel - civilian	*	0	0

**NOTE 1: DATA FOR SANTA ROSA COUNTY SHOWN ON FIRST LINE OF CATEGORY. DATA FOR FY 1991 NOT RETAINED BY SANTA ROSA COUNTY, DATA SHOWN FOR FY1992 AND FY 1993 IS ACTUALLY CY 1992 AND CY 1993.**

**\*: AS PER OPNAV 5580.1 STATISTICS ARE ONLY MAINTAINED FOR TWO YEARS.**

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**Features and Capabilities**

**D. Ability for Expansion**

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?  
**YES.**
2. What is the availability of off-station acreage for possible future air station development?  
**RELATIVELY LOW COST AGRICULTURAL LAND AVAILABLE ON THE NORTH, EAST, AND SOUTH. AREA TO WEST IS FOREST LAND AND RELATIVELY HILLY.**
3. Provide the following information for air station infrastructure related facilities and functions. If these or other base infrastructure attributes may be a determining factor for base loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWHPD)	192,000	192,000	70,985	92,600
Water (GPD)	2.448m	N/A	.550m	.925m
Sewage (GPD)	1.05m	N/A	.221m	.250m
Natural Gas (CFH)	54,200m	7.99m	5m	34m
Short Term Parking	6780	NONE	3,500*	5,000*
Long Term Parking	**	NONE	**	**

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\* ESTIMATED

\*\* NONE DESIGNATED. NASWF HAS NO REQUIREMENT FOR LONG TERM PARKING SPACE COULD BE DESIGNATED IF REQUIRED.

**Features and Capabilities**

**D. Ability for Expansion**

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

**YES.**

2. What is the availability of off-station acreage for possible future air station development?

**RELATIVELY LOW COST AGRICULTURAL LAND AVAILABLE ON THE NORTH, EAST, AND SOUTH. AREA TO WEST IS FOREST LAND AND RELATIVELY HILLY.**

3. Provide the following information for air station infrastructure related facilities and functions. If these or other base infrastructure attributes may be a determining factor for base loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWHPD)	192,000	192,000	70,985	92,600
Water (GPD)	2.448m	N/A	.550m	.925m
Sewage (GPD)	1.05m	N/A	.221m	.250m
Natural Gas (CFH)	54,200 m 1.3m	70,000m	5m	34m
Short Term Parking	6780	NONE	3,500*	5,000*
Long Term Parking	**	NONE	**	**

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\* ESTIMATED

\*\* NONE DESIGNATED. NASWF HAS NO REQUIREMENT FOR LONG TERM PARKING, SPACE COULD BE DESIGNATED IF REQUIRED.

**Features and Capabilities**

**D. Ability for Expansion (cont)**

4. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonable expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities that prevent it from being further developed without demolition of existing infrastructure. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wet lands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources. Identify the reason for the restriction when providing the acreage in the table below. Specify any other entry in "Other" (e.g. submerged lands).

**Site Location: NAS WHITING FIELD (NORTH AND SOUTH)**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	2285	450	1200 *	635
Training	55	38	2**	15
Maintenance	63	40	3**	20
Research & Development	0	0	0	0
Supply and Storage	5	3	0	2
Admin	120	82	3**	35
Housing	50	40	0	10
Recreational	430	300	0	130
Navy Forestry Program	914	0	0	914
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>3922</b>	<b>953</b>	<b>1208</b>	<b>1761</b>

\* RESTRICTED FOR IR SITES, HERO, OPERATIONAL MANUEVERS AND AICUZ

\*\* RESTRICTED FOR IR SITES

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF PACE**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	206	0	206 *	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>207</b>	<b>1</b>	<b>206</b>	<b>0</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ  
 NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF SITE 8**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	485	0	485 *	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	151	0	0	151
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	3	3	0	0
<b>TOTAL</b>	<b>640</b>	<b>4</b>	<b>485</b>	<b>151</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF HAROLD**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	279	0	279 *	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	293	0	0	293
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>573</b>	<b>1</b>	<b>279</b>	<b>293</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

## Features and Capabilities

### D. Ability for Expansion (cont)

#### Site Location: HOUSING (WHITING PINES)

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	88	80	0	8
Recreational	8	4	0	4
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>98</b>	<b>85</b>	<b>0</b>	<b>13</b>

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**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF BARIN**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	619	30	558 *	31
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	0	0	0	0
Recreational	2	1	0	1
Navy Forestry Program	187	0	0	187
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>810</b>	<b>32</b>	<b>558</b>	<b>220</b>

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**\* RESTRICTED FOR IR SITES, OPERATIONAL MANUEVERS AND AICUZ  
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES  
ARE ESTIMATED.**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF BARIN**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	619	30	558 *	31
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	0	0	0	0
Recreational	2	1	0	1
Navy Forestry Program	187	0	0	187
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>810</b>	<b>32</b>	<b>558</b>	<b>215 220</b>

*SA (Hentel)  
CWET NOLF*

**\* RESTRICTED FOR IR SITES, OPERATIONAL MANUEVERS AND AICUZ**  
**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

*Arithmetic Error*

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF BREWTON**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	672	32	330 *	310
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>673</b>	<b>33</b>	<b>330</b>	<b>310</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

**NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF EVERGREEN**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	439	27	280 *	132
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>440</b>	<b>28</b>	<b>280</b>	<b>132</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

**NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF HOLLEY**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	443	25	330 *	88
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	253	0	0	253
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>697</b>	<b>26</b>	<b>330</b>	<b>341</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

## Features and Capabilities

### D. Ability for Expansion (cont)

Site Location: NOLF SILVERHILL

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	151	30	121*	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	25	0	15*	10
Navy Agricultural Outlease Program	223	0	205*	18*
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>400</b>	<b>31</b>	<b>341</b>	<b>28</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

## Features and Capabilities

### D. Ability for Expansion (cont)

Site Location: NOLF SUMMERDALE

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	111	29	82 *	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	48	0	0	48
Navy Agricultural Outlease Program	405	0	324*	81
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>565</b>	<b>30</b>	<b>406</b>	<b>129</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

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Features and Capabilities

D. Ability for Expansion (cont)

Site Location: NOLF WOLF

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	298	31	189 *	78
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	9	0	0	9
Navy Agricultural Outlease Program	114	0	90*	24
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>422</b>	<b>32</b>	<b>279</b>	<b>111</b>

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**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ  
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES  
ARE ESTIMATED.**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF WOLF**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	298	31	189 *	78
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	9	0	0	9
Navy Agricultural Outlease Program	114	0	90	24
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>422</b>	<b>32</b>	<b>279</b>	<b>111</b>

*544 (united)  
CWET 2/4/93/  
additional work*

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

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**Features and Capabilities**

D. Ability for Expansion (cont)

**Site Location: BOAT DOCKS**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	5	3	1*	1
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>

*R*  
*mm*

**\* RESTRICTED DUE TO WETLANDS.**

**Features and Capabilities**

D. Ability for Expansion (cont)

Site Location: BOAT DOCKS

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	5	3	1*	1
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>

\* RESTRICTED DUE TO WETLANDS.

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**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF SANTA ROSA**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	436	48	388 *	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	300	0	0	300
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>737</b>	<b>49</b>	<b>388</b>	<b>300</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

**Features and Capabilities**

**D. Ability for Expansion (cont)**

**Site Location: NOLF SPENCER**

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	639	52	587 *	0
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>TOTAL</b>	<b>640</b>	<b>53</b>	<b>587</b>	<b>0</b>

**\* RESTRICTED FOR OPERATIONAL MANUEVERS AND AICUZ**

**NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.**

## Features and Capabilities

### D. Ability for Expansion (cont.)

5. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

The NAS Whiting Field complex has exceptional ability to readily accept mobilization of both regular and reserve units with little or no capital outlays. Training exercises have been completed by units of the Alabama Air National Guard, Florida National Guard, U. S. Marines, U. S. Special Forces, Naval Reserve and Seabees. NAS Whiting Field's assets allow units to hold these training exercises at a fraction of the cost expected at other locations. ~~NAS Whiting Field could easily assume all of the fixed wing (T-34C) primary training mission as recommended by the Naval Audit Service Southeast region in their draft audit report 7500/90-0013 ser E-1/0599 dtd 5 September 1991.~~

This complex has demonstrated the ability to accept new and challenging missions. When the NFO training program increased the number of takeoffs and landings required per student, NAS Whiting provided them access to the southern NOLFs. When the Navy needed a place to establish an enlisted aviation maintenance preparatory school, NAS Whiting again stood ready with some of the best facilities in the Navy.

Whiting Field has actively planned for the future by completing evaluations of airfield facilities in light of possible JPATS contenders. The selection of an aircraft capable of operating from shorter runways would require minimal construction. However, the mostly rural location of NAS Whiting Field and the NOLFs allow for expansion if required. Environmental and political constraints are minimal, therefore, any expansions required for JPATS can be accommodated with proper funding.

The Northwest Florida and Southern Alabama areas have consistently demonstrated a pro-Navy posture. These communities would readily accept and assist the accommodation of additional mission requirements for NAS Whiting Field.

- RURAL SETTING IS IDEAL FOR EXPANSION IF REQUIRED.

- SOUTH FIELD COULD CONDUCT CONCURRENT ROTARY AND FIXED WING TRAINING. ROTARY AND FIXED WING DO NOT COMPETE FOR AIRSPACE OR NOLF's

## Features and Capabilities

### E. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training air station. Please list each feature separately and provide a narrative explanation of the importance of the unique feature.

## UNIQUE FEATURES

- 10 % of all Navy flight hours accumulated at Whiting complex
- Greater than 45% of all training command flight hours are conducted from NAS Whiting Field
- Two air stations for the price of one
  - North Field
    - 155 T-34C aircraft
    - Supported by 8 NOLF's
  - South Field
    - 125 TH-57B/C
    - Supported by 5 NOLF's and an HLT
  - Minimal cost to operate supporting NOLF's, NAVAIDS, and facilities
  - Airfields are mirror images of each other and could function as parallel runways
  - Navaids distributed throughout the operating area
    - 2 NDB's, 2 VOR's, 2 TACAN's
- Only Navy site for training Navy, Marine, Coast Guard and foreign national helicopter pilots, foreign national fixed wing pilots, and naval flight surgeons. Also provide orientation flights for ROTC and Naval Academy Midshipmen
- Provides facilities and services for Royal Saudi Naval Forces Enlisted Aviation Maintenance Preparatory School
- Only Navy site for rework of T-34B/C aircraft
- Alternate Command Post for CNET during emergency conditions (Hurricanes)
- NAS Whiting Field and the NOLF's provide deployment sites for the Florida and Alabama National Guards, Marine Reserve Units, Army National Guards, and the U.S. Special Forces
- Rural setting results in minimal noise complaints and encroachment concerns
  - Airport zoning in place for NOLF's in Florida
  - Key member of the SouthEastern Test and Training Area (SETTA) encroachment

and environmental coordination committee allowing rapid and joint civil\military responses to issues

- Provides technical advice to the Continuing Florida Air System Planning Process (CFASPP) Northwest region
- NAS Whiting Field and the T-34C NOLF's are expandable for operation of the Joint Primary Aircraft Training System (JPATS)

## MILITARY VALUE

- NAS Whiting has excess training capacity
- NAS Whiting Field is the major Santa Rosa County employer
- Outstanding community relations programs such as Saturday Scholars, Adopt-a-School, Special Olympics, COMPACT, Holiday food baskets, Chambers of Commerce, and youth activities
- Northwest Florida and Southwestern Alabama have consistently demonstrated a pro Navy posture
- Economic impact of NAS Whiting Field on the local community is approximately 319 Million dollars a year R
- High Quality of life
  - Moderate climate
  - Affordable housing for all ranks
    - Average one way commute is 15 to 30 minutes
    - Low electrical service costs
  - Multitude of recreational activities such as golf, fishing, canoeing, boating, hunting, hiking, and camping available
  - Educational opportunities for military and civilians available at the University of West Florida, Pensacola Junior College, Jefferson Davis Junior College, University of Florida Extension, and Troy State University
  - Excellent location for travel
    - Large metropolitan areas within four to seven hour drives (New Orleans/Atlanta)
    - Close to two interstates and Amtrak service R
    - Two major airports within forty five miles
  - Excellent civilian and military medical/dental facilities in the area
  - Excellent spouse employment program in effect with the community
- There are no environmental issues affecting operations

and environmental coordination committee allowing rapid and joint civil/military responses to issues

- Provides technical advice to the Continuing Florida Air System Planning Process (CFASPP) Northwest region
- NAS Whiting Field and the T-34C NOLF's are expandable for operation of the Joint Primary Aircraft Training System (JPATS)

## **MILITARY VALUE**

- NAS Whiting has excess training capacity
- NAS Whiting Field is the major Santa Rosa County employer
- Outstanding community relations programs such as Saturday Scholars, Adopt-a-School, Special Olympics, COMPACT, Holiday food baskets, Chambers of Commerce, and youth activities
- Northwest Florida and Southwestern Alabama have consistently demonstrated a pro Navy posture
- Economic impact of NAS Whiting Field on the local community is approximately 210 Million dollars a year
- High Quality of life
  - Moderate climate
  - Affordable housing for all ranks
    - Average one way commute is 15 to 30 minutes
    - Low electrical service costs
  - Multitude of recreational activities such as golf, fishing, canoeing, boating, hunting, hiking, and camping available
  - Educational opportunities for military and civilians available at the University of West Florida, Pensacola Junior College, Jefferson Davis Junior College, University of Florida Extension, and Troy State University
  - Excellent location for travel
    - Large metropolitan areas within four to seven hour drives (New Orleans/Atlanta)
    - Close to two interstates and Amtrac service
    - Two major airports within forty five miles
  - Excellent civilian and military medical/dental facilities in the area
  - Excellent spouse employment program in effect with the community
- There are no environmental issues affecting operations

**ANNEX A: Berthing Capacity**

1. For each **Pier/Wharf** at your facility list the following **structural characteristics**. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

**QUESTION NOT APPLICABLE TO THIS COMMAND**

Table 1

Pier/Wharf & Age <sup>1</sup>	CCN <sup>2</sup>	Moor Length (ft)	Design Dredge Depth <sup>3</sup> (ft) (MLLW)	Slip Width <sup>4</sup> (ft)	Pier Width (ft) <sup>5</sup>	CIA/Security Area? (Y/N) <sup>6</sup>	ESQD Limit <sup>7</sup>	# Days OOS for maint.
N/A								

<sup>1</sup>Original age and footnote a list of MILCON improvements in the past 10 years.

<sup>2</sup>Use NAVFAC P-80 for category code number.

<sup>3</sup>Comment if unable to maintain design dredge depth

<sup>4</sup>Water distance between adjacent finger piers.

<sup>5</sup>Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.

<sup>6</sup>Describe the additional controls for the pier.

<sup>7</sup>Net explosive weight. List all ESQD waivers that are in effect with expiration date.

2. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

**QUESTION NOT APPLICABLE TO THIS COMMAND**

Table 2

Pier/Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity <sup>1</sup>	Potable Water (GPD)	CHT (GPD)	Oily Waste <sup>1</sup> (gpd)	Steam (lbm/hr & PSI) <sup>2</sup>	Fendering limits <sup>3</sup>
N/A								

<sup>1</sup>List only permanently installed facilities.

<sup>2</sup>Indicate if the steam is certified steam.

<sup>3</sup>Describe any permanent fendering arrangement limits on ship berthing.

**ANNEX A: Berthing Capacity**

3. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

**QUESTION NOT APPLICABLE TO THIS COMMAND**

Table 3

Pier/ Wharf	Typical Steady State Loading <sup>1</sup>	Ship Berthing Capacity	Ordnance Handling Pier Capacity <sup>2</sup>	IMA Maintenance Pier Capacity <sup>3</sup>
N/A				

<sup>1</sup>Typical pier loading by ship class with current facility ship loading.

<sup>2</sup>List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

<sup>3</sup>List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

4. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

**QUESTION NOT APPLICABLE TO THIS COMMAND**

Table 4

Pier/ Wharf	Typical Steady State Loading <sup>1</sup>	Ship Berthing Capacity	Ordnance Handling Pier Capacity <sup>2</sup>	IMA Maintenance Pier Capacity <sup>3</sup>
N/A				

<sup>1</sup>Typical pier loading by ship class with current facility ship loading.

<sup>2</sup>List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

<sup>3</sup>List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

**ANNEX A: Berthing Capacity**

5.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

**QUESTION NOT APPLICABLE TO THIS COMMAND**

5.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

**QUESTION NOT APPLICABLE TO THIS COMMAND**

5.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

**QUESTION NOT APPLICABLE TO THIS COMMAND**

5.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

**QUESTION NOT APPLICABLE TO THIS COMMAND**

**ANNEX B: Weapons and Munitions**

Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

**1. Ordnance Stowage and Support**

ORDNANCE COMMODITY TYPES		
Mines	Expendable	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched	CADS/PADS	LOE: Gun Ammo (20mm-16")
Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
Surface Launched	Tactical Nuclear	LOE: Pyro/Demo
Threat		Grenades/Mortars/Projectiles

1.1 Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

**Table 1.1: Total Facility Ordnance Stowage Summary**

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	POUNDS	SQ FT	POUNDS	SQ FT	POUNDS	SQ FT
3080A	41.73	28	50	35	*1000	56
3080B	43.50	15	150	45	*1000	56
2972	0	6	4.16	6	20	6
2806	0	6	4.16	6	20	6
2977	0	6	4.16	6	20	6
1430	2.00 <i>CEM</i>	6	3.0	6	20	6
1460	0	6	4.16	6	20	6

*CEM Sanley ONET N443 02 MAR 94*

1454/1	0	6	4.16	6	20	6
1454/2	0	6	4.16	6	20	6
1471	0	6	4.16	6	20	6
TOTAL	87.23	91	232.12 <del>207.64 am</del>	128 <del>91 am</del>	1160 <del>245.23 am</del>	160 <del>91 am</del>

\* COMBINED NET EXPLOSIVE WEIGHT OF BOTH MAGAZINES NOT TO EXCEED 1000LBS. (3080A/3080B)

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02 MAR 94

**ANNEX B: Weapons and Munitions (continued)**

1.2 For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/Stowage/Issue (RSSI); transshipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

**Table 1.2: Total Facility Ordnance Stowage Summary**

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
<b>3080B, PORTABLE ABOVE GROUND</b>	<b>SMALL ARMS/1.4 HAZ CLASS PYROTECHNICS /1.3 HAZ CLASS</b>	<b>TRAINING, WAR RESERVE, OPERATIONAL</b>	<b>1.3/1.4 HAZ CLASS</b>
<b>3080A, PORTABLE ABOVE GROUND</b>	<b>SMALL ARMS/1.4 HAZ CLASS</b>	<b>TRAINING/ OPERATIONAL</b>	<b>1.3/1.4 HAZ CLASS</b>
<b>* 1488, ABOVE GROUND</b>	<b>EMPTY</b>	<b>N/A</b>	<b>1.3/1.4 HAZ CLASS</b>
<b>1471 RSL</b>	<b>EMPTY</b>	<b>OPE</b>	<b>1.3 HAZ CLASS</b>
<b>2977 RSL</b>	<b>NALCS L118/ L275</b>	<b>OPERATIONAL</b>	<b>1.3 HAZ CLASS</b>
<b>1430 RSL</b>	<b>SMALL ARMS</b>	<b>OPERATIONAL</b>	<b>1.4 HAZ CLASS</b>
<b>1460 RSL</b>	<b>NALCS L275/L118</b>	<b>OPERATIONAL</b>	<b>1.4 HAZ CLASS</b>
<b>1454 RSL/1 RSL/2</b>	<b>1-SMALL ARMS 2-NALCS M284</b>	<b>OPERATIONAL</b>	<b>1.4 HAZ CLASS</b>

<b>2972 RSL</b>	<b>NALCS L118/L275</b>	<b>OPERATIONAL</b>	<b>1.4 HAZ CLASS</b>
<b>2806 RSL</b>	<b>NALCS L118/L275</b>	<b>OPERATIONAL</b>	<b>1.4 HAZ CLASS</b>

Additional comments: \* - SLATED FOR DEMOLITION

**ANNEX B: Weapons and Munitions (continued)**

**1.3** Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

**Table 1.3: Facility Rated Status**

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW (LBS)	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
<b>* 3080A PORTABLE ABOVE GROUND</b>	<b>1.3</b>	<b>1000</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
<b>* 3080B PORTABLE ABOVE GROUND</b>	<b>1.3</b>	<b>1000</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
<b>1471 RSL</b>	<b>1.3</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>2977 RSL</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>1430 RSL</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>1406 RSL</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>1454 RSL/1</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>1454 RSL/2</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>2972 RSL</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>2806 RSL</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>
<b>2941 RSL</b>	<b>1.4</b>	<b>20</b>	<b>**YES</b>	<b>NO</b>	<b>N/A</b>

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW (LBS)	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
***BLDG 3030 NOLF SUMMERDALE	1.3	20	NO	NO	N/A
***BLDG 5800 NOLF WOLF	1.3	20	NO	NO	N/A
***NBN NOLF EVERGREEN	1.3	20	NO	NO	N/A
***NBN NOLF BREWTON	1.3	20	NO	NO	N/A
***BLDG 808 NOLF SAUFLEY	1.3	20	NO	NO	N/A
***BLDG 3022 NOLF SILVERHILL	1.3	20	NO	NO	N/A
***BLDG 3030 NOLF HOLLEY	1.3	20	NO	NO	N/A
***BLDG 2990 SAR SHACK	1.3	20	NO	NO	N/A
***BLDG 2268 NOLF BARIN	1.3	20	NO	NO	N/A

- NBN - OWNED BY CITY; NAVY OCCUPIES BUILDING UNDER LEASE.

\* COMBINED NET EXPLOSIVE WEIGHT NOT TO EXCEED 100LBS FOR 3080A/B.

\*\* SITE APPROVAL SUBMITTED, UNDERGOING FINAL REVIEW BY NAVSEACENLANT.

\*\*\* READY SERVICE LOCKERS ARE ON ORDER, AWAITING FINAL APPROVAL FOR READY SERVICE LOCKERS BEFORE SUBMITTING SITE APPROVALS.

**ANNEX B: Weapons and Munitions (continued)**

**1.4** Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

NONE

**1.5** Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

**Table 1.5: Related Ordnance Support**

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	<b>YES, VISUAL INSPECTIONS</b>	<b>ALL</b>	<b>416</b>
Testing	<b>NO</b>	<b>N/A</b>	<b>N/A</b>
Manufacturing	<b>NO</b>	<b>N/A</b>	<b>N/A</b>
Outload	<b>YES</b>	<b>ALL</b>	<b>1200</b>
Technical Support	<b>YES</b>	<b>ALL</b>	<b>5296</b>

## **ANNEX C: Maintenance, Repair and Equipment Expenditures**

1. Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

**-M2/R2 EXPENDITURE RECORDS NOT AVAILABLE.**

● **Maintenance of Real Property (MRP)** is the budgetary term gathering the expenses or budget requirements for facility work and includes recurring maintenance, major repairs and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

● **Current Plant Value (CPV)** referred to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).

● **Acquisition Cost of Equipment (ACE)** reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipments directly related to mission execution (such as lab test equipment). Class 2 installed capital equipment which is integral to the facility should not be reported as ACE.

Table A: Expenditures and Equipment Values

FY	MRP (\$ K)	CPV (\$ K)	ACE (\$ K)
1986	*2,406	320,209	**UNAVAILABLE
1987	4,188 <del>2,932</del>	327,072	**UNAVAILABLE
1988	5,048 <del>4,281</del>	351,275	**UNAVAILABLE
1989	3,931 <del>3,698</del>	357,246	**UNAVAILABLE
1990	4,338 <del>4,355</del>	364,230	**UNAVAILABLE
1991	4,572 <del>4,841</del>	368,512	**UNAVAILABLE
1992	5,405 <del>6,198</del>	378,943	**UNAVAILABLE
1993	7,978 <del>14,449</del>	394,707	**UNAVAILABLE
1994	9,804 <del>12,081</del>	410,407	6,652
1995	5,287 <del>9,265</del>	414,511	6,652
1996	5,976 <del>8,449</del>	420,656	6,652
1997	4,887 <del>7,633</del>	430,862	6,652

*CNATRA 13 162*

\*: ONLY M1/RI DATA.

\*\* : ACE DATA REQUESTED FOR 1986-1993 IS NOT AVAILABLE AS ANNUAL RECORDS WERE NOT RETAINED.



**TABLE I-1**  
**Land Use Objectives**  
**Conditions for Development**  
 (Page 1 of 5)

YES - ACCEPTABLE DEVELOPMENT    \* - CONDITIONAL DEVELOPMENT PERMITTED BY NOTES    NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY

AIRPORT ENVIRON AREAS

	<u>A</u>	<u>B3</u>	<u>B2</u>	<u>B1</u>	<u>C3</u>	<u>C2</u>	<u>C1</u>	<u>3</u>	<u>2</u>
<u>RESIDENTIAL</u>									
Single-Family Dwellings . . . . .	No	No	*24,17	*24	No	*16,17	*16	No	*17
2 Family, Multi-Family Dwellings; Mobile Home Parks or Courts . . . . .	No	No	No	No	No	No	No	No	*17
Group Quarters; Residential Hotels; Transient Lodgings . . . . .	No	No	No	No	No	No	No	*21	*17
<u>INDUSTRIAL/MANUFACTURING</u>									
Food & Kindred Products; Textile Mill Products . . . . .	No	No	No	No	*5	*12	Yes	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products . . . . .	No	No	No	No	No	No	No	*5	*12
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing . . . . .	No	*5	*12	Yes	*5	*12	Yes	*5	*12
Professional, Scientific & Control Instruments . . . . .	No	No	No	No	No	*12	No	*5	*12
<u>TRANSPORTATION, COMMUNICATION AND UTILITIES</u>									
Railroad; Rapid Transit (on grade) . . . . .	*1,3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highway & Street Right-of-Way . . . . .	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automobile Parking . . . . .	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Communications . . . . .	*3	*5	*12	Yes	*5	*12	Yes	*5	*12
Utilities (except above ground transmission lines) . . . . .	*2	*5	*12	Yes	*5	*12	Yes	*5	*12
Above Ground Transmission Lines . . . . .	No	No	No	No	Yes	Yes	Yes	Yes	Yes

4

ATTACHMENT 2



**TABLE I-1**  
**Land Use Objectives**  
**Conditions for Development**  
 (Page 2 of 5)

YES - ACCEPTABLE DEVELOPMENT    \* - CONDITIONAL DEVELOPMENT PERMITTED BY NOTES    NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY

AIRPORT ENVIRON AREAS

COMMERCIAL/RETAIL TRADE

	<u>A</u>	<u>B3</u>	<u>B2</u>	<u>B1</u>	<u>C3</u>	<u>C2</u>	<u>C1</u>	<u>3</u>	<u>2</u>
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail) . . . . .	No	*5	*12	Yes	*5	*12	Yes	*5	*12
General Merchandise (Retail); Food Retail; Apparel and Accessories (Retail) . . . . .	No	No	No	No	*6	*13	Yes	*6	*13
Furniture; Home Furnishings (Retail) . . . . .	No	No	No	No	*6	*12	Yes	*6	*13
Eating & Drinking Establishments . . . . .	No	No	No	No	No	No	No	*14	*6

PERSONAL & BUSINESS SERVICES

Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services . . . . .	No	No	No	No	*14	*6	Yes	*6	*14
Repair Services; Contract Construction Services . . . . .	No	*6	*13	Yes	*6	*13	Yes	*6	*13
Automobile Service Stations . . . . .	No	Yes							

PUBLIC & QUASI-PUBLIC SERVICES

Government Services . . . . .	No	No	No	No	No	*13,18	*20	*6	*13
Educational Services; Cultural Activities; Non-Profit Org. . . . .	No	No	No	No	No	No	No	No	*14
Medical & Other Health Services . . . . .	No	No	No	No	No	No	No	*6	*14
Cemetaries . . . . .	No	*7	*7	*7	*7	*7	*7	Yes	Yes



TABLE I-1  
Notes  
(Page 4 of 5)

For this table, NLR means Noise Level Reduction.

1. No passenger terminals are permitted.
2. No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
3. Permitted only within height constraints.
4. Hunting and fishing are permitted only for wildlife control.
5. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
6. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.
7. Chapels are not permitted.
8. Development is subject to the condition that spectator stands are not built as part of this land use operation.
9. Development is subject to the condition that clubhouses are not built as part of this land use operation.
10. Development is subject to the condition that concentrated rings with classes larger than 25 are not built as part of this land use operation.
11. Residential structures are not permitted.
12. Compatible development is conditioned on design and construction providing for a NLR of 25 dBA in reception, office, retail and employee lounge areas.
13. Compatible development is conditioned on design and construction providing for a NLR of 25 dBA throughout the facility.
14. Compatible development is conditioned on design and construction providing for a NLR of 35 dBA throughout the facility.
15. Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land operation.

**TABLE I-1**  
**Notes**  
**(Page 5 of 5)**

For this table, NLR means Noise Level Reduction.

16. Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.
17. Compatible development is conditioned on dwelling design and construction providing for a NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
18. Development is subject to the condition that meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
19. Development is subject to the condition that the park is oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.
20. Development is subject to the condition that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.
21. Compatible development is conditioned on residential unit design and construction providing for a NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
22. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA in the clubhouse.
23. Compatible development is conditioned on design construction providing for a NLR of 35 dBA in permanent residential units and 30 dBA in other permanent structures.
24. Development is subject to the condition that maximum density not exceed 1 dwelling per five acres.

ORDINANCE NO. 86-13

AN ORDINANCE REGULATING LAND USES  
AND RESTRICTING THE HEIGHT OF STRUCTURES  
AND TREES WITHIN AIRPORT ENVIRONS;  
PROVIDING FOR A BOARD OF ADJUSTMENT AND APPEALS;  
REPEALING ORDINANCE NO. 77-3; PROVIDING FOR PENALTY;  
PROVIDING FOR AN EFFECTIVE DATE

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SANTA ROSA COUNTY, FLA.

SECTION 1. FINDINGS

The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

- (1) There exist airports within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;
- (2) Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;
- (3) Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;
- (4) Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;
- (5) The creation or establishment of an airport hazard injures the community served by the airport in question;
- (6) In the interest of the public health, safety and general welfare, it is necessary that the creation or establishment of airport hazards be prevented.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF THE COUNTY COMMISSIONERS SANTA ROSA COUNTY, FLORIDA, that:

SECTION 2. APPLICABILITY

The regulations on land use set forth herein are applicable to all lands within the delineated zones set forth on Maps 1 (Airport Environs Zones) and 2 (Height Limitations), which are attached hereto and adopted by this reference.

SECTION 3. CONFLICTING REGULATIONS

In the event of conflict between any airport zoning regulations and any other county regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

SECTION 4. DEFINITIONS

- (1) Accident Potential Zones (APZ's) as applied to military airfields, mean those areas which have been identified as being significantly impacted by accident potential from aircraft.
- (2) Agriculture means the production of crops, horticulture, the raising of livestock and poultry. This term shall not include the retail sale of agricultural products on the premises.
- (3) Agriculture-related activities means those activities which are customarily incidental or accessory to an agricultural use, including but not limited to, the maintenance of barns, storage sheds and farm equipment.



(4) Airport means any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purposes, including but not limited to:

- (a) Milton "T" Airport
- (b) NAS Whiting Field (North and South) (T-34 & Helo)
- (c) Outlying Landing Field (OLF) Choctaw (Jet & T-34)
- (d) OLF Harold (Helo)
- (e) OLF Spencer (Helo)
- (f) OLF Pace (Helo)
- (g) OLF Santa Rosa (Helo)
- (h) OLF Bolley (T-34)

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(5) Airport Elevation means the highest point of airport's landing area measured in feet above mean sea level.

(6) Airport Environs means that area which has been identified as being significantly impacted by airport noise and accident potential.

(7) Airport Hazard means any structure or tree or use of land which would exceed the federal obstruction standards as contained in C.F.R. Sections 77.21 (scope), 77.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters), and FAA circular 1500/5300-4B (zoning and grants) which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off of aircraft.

(8) Airport Hazard Area means any area of land or water upon which an airport hazard might be established if not prevented by this ordinance.

(9) Airspace Height. To determine height limits in all zones set forth in this ordinance, the data shall be above mean sea level elevation (AMSL) unless otherwise specified.

(10) Alteration means any construction which would result in a change in height or lateral dimensions of an existing structure.

(11) Building Inspection Department means the administrative agency which has been designated by the Santa Rosa County Board of County Commissioners to administer airport zoning regulations.

(12) Construction means the erection or alteration of any structure either of a permanent or temporary character.

(13) Day-Night Average Sound Level (Ldn) is a basic measure for quantifying noise exposure, namely: The A-weighted sound level averaged over a 24-hour time period, with a 10 decibel penalty applied to nighttime (10:00 P.M. to 7:00 A.M.) sound levels.

(14) dB(A) means the unit of corrected noise level measured in accordance with the "A-weighting scale" which replicates the response characteristics of the ear.

(15) Decibel is a unit for measuring the relative loudness of sound or sound pressure equal approximately to the smallest degree of difference of loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with 1 for the faintest audible sound. Abbreviated dB.

(16) Dwelling Unit means a structure or portion of a structure designed or occupied as self-contained living quarters for one family.

(17) Family means one or more persons related by blood, marriage or adoption and living together as a single housekeeping unit.



(18) Forestry means the cultivation and harvesting of trees. The term shall not include the retail sale of trees or similar products.

(19) Height means the overall height of a structure, including any appurtenance thereon, and for the purpose of determining the height limitations set forth herein, the datum shall be mean sea level elevation unless otherwise specified.

(20) Lot means the least fractional part of subdivided lands, which have been duly recorded, having fixed boundaries, an assigned number, letter or other name through which it may be identified.

(21) Mobile Home means any structure which is mounted or designed for mounting on wheels and which is designed for sleeping and living purposes for one or more than one person.

(22) Multi-family Dwelling means a structure which contains three or more dwelling units.

(23) Nonconforming Use means any structure, growth or use of land which was lawfully in existence prior to the enactment of the regulations and which does not conform to these regulations.

(24) Obstruction means any structure or tree which exceeds permissible height limitations or is otherwise hazardous to the landing or taking off of aircraft.

(25) Person means any individual, firm, copartnership, corporation, company, association, joint-stock association, or body politic, and includes any trustee, receiver, assignee or other similar representative thereof.

(26) Political subdivision means any county, city, town, village or other political subdivision or agency thereof, or any district, port commission, port authority or other such agency authorized to establish or operate airports in the state.

(27) Single-family Dwelling means a detached structure which is designed for or occupied exclusively as a residence for one family.

(28) Structure means any object, constructed or installed by man, including but not limited to, buildings, towers, smokestacks, utility poles and overhead transmission lines.

(29) Tree, for the purpose of airport regulation, means any woody plant.

(30) Use means the purpose for which land or a building is arranged, designed, occupied or maintained.

#### SECTION 5. HEIGHT LIMITATIONS

In order to carry out the provisions of this Ordinance, there are hereby created and established certain airport zones and surfaces. These zones are shown on Attachments A thru D hereto and by this reference made a part hereof. An area located in more than one of the following zones or surfaces shall be considered to be only in the zone or surface with the more restrictive height limitation.

Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised.

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(1) Public Civil Airports. The various zones and surface height limitations are hereby established for public civil airports (Attachment A):

(a) Primary Surface. An area longitudinally centered on a runway, extending 200 feet beyond each end of that runway, with a width determined by the operational characteristics of each runway. No structure or obstruction will be permitted within the primary surface that is not part of the landing and takeoff area and is of a greater height than the nearest point on the runway center line.

(b) Runway Clear Zone. A trapezoidal area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of approaches and keeping the area clear of the congregation of people. The runway clear zone is the same width as the primary surface and begins at the end of the primary surface and is centered upon the extended runway centerline. The length and width are determined by the operational characteristics of each runway (FAA Circular 1500/5300-4B).

(c) Horizontal Surface. The area around each civil airport, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent area by lines tangent to those arcs.

(d) Conical Surface. The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport height at the inner boundary and increases one foot vertically for every 20 feet horizontally to a height of 350 feet above airport height at the outer boundary.

(e) Approach Surface. An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for at the runway end. The inner edge of the approach surface is the same width as the primary surface and expands uniformly to a width for each runway as set out hereinafter for each airport.

(f) Transitional Surface. The area extending outward from the sides of the primary surface and approach surfaces and connecting them to the horizontal surface. Height limits within the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every 7 feet horizontally, with the horizontal distance measured at right angles to the runway centerline and the extended centerline, until the height matches the height of the horizontal surface or conical surface. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

(2) Military Airports. The various zones and surface height limitations are hereby established for military airports (Attachment B):

(a) Primary Surface. An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:

1. Jets and large turbo-prop aircraft - 1,500 feet.
2. Prop and small turbo-prop aircraft - 1,000 feet.

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(b) Clear Zone. The area adjacent to the landing threshold extending outward for 3,000 feet. The width varies as follows:

1. Jets and large turbo-prop aircraft - Fan-shaped, the inner boundary is the same width as the primary surface and commencing 200 feet out from the threshold expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet.

2. Prop and small turbo-prop aircraft - 1,000 feet.

(c) Inner-Horizontal Surface. The area encompassing the runway, primary surface and clear zone with an outer perimeter formed by swinging arcs from the end of each runway centerline and connecting adjacent arcs by lines tangent to these arcs. The radius of the arcs are 7,500 feet. No structure or obstruction will be permitted in the inner-horizontal surface of a greater height than 150 feet above airport elevation.

(d) Conical Surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20:1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield clearance.

(e) Outer-Horizontal Surface. The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limit within the outer-horizontal surface is 500 feet above airport elevation.

(f) Approach Surface. The area longitudinally centered on each runway centerline, with an inner boundary 200 feet from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increases at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.

(g) Transitional Surface. The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

(3) Naval Helicopter Outlying Fields. The various zone and surface height limitations are hereby established for Naval helicopter outlying fields (Attachments C and D):

(a) Primary Surface. An area horizontally centered on the helipad at the established elevation of landing, 150 feet wide and 150 feet in length.

(b) Takeoff Safety Zone. The takeoff safety zone shall be used as the clear zone. It is an area which underlies the first 400 feet of the approach-departure surface [refer to (c)].

(c) Approach-Departure Surface. An inclined plane which flares upward and outward from the helipads longitudinally extended centerline which starts at the end of the primary surface with the same width as the primary surface and expands to a width of 500 feet, 4,000 feet from the primary surface. The slope ratio is 1 foot vertically for every 10 feet horizontally.

(d) Transitional Surface. The area which extends outward and upward from the lateral boundaries of the primary surface and from the approach surface at a slope of 2 to 1 for a distance of 250 feet from the centerline of the landing area.

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(e) Helicopter Traffic Pattern Airspace. No structure shall exceed 200 feet above ground level in the traffic pattern airspace (Attachment D). The area protected around each helicopter OLF is determined by the capacity limit of the OLF.

**SECTION 6. USE RESTRICTIONS.**

Notwithstanding any provision of the Zoning Code, the permitted land use for any property within the Airport Environs Area shall be modified as set forth in Table 1:

**KEY TO TABLE 1.**

(1) Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is an area normally beyond APZ 1 which has a measurable potential for accidents.

(2) Airport Noise Zones are hereby established as follows:

<u>Airport Noise Zone</u>	<u>Ldn Values</u>
1	Less than 65
2	65 to 75
3	Greater than 75

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SANTA ROSA COUNTY, FLA.

(3) Airport Environs Zones are hereby established as follows:

<u>Area</u>	<u>Characteristics</u>
A	Clear Zone
B3	Accident Potential Zone 1 & Noise Zone 3
B2	Accident Potential Zone 1 & Noise Zone 2
B1	Accident Potential Zone 1 & Noise Zone 1
C3	Accident Potential Zone 2 & Noise Zone 3
C2	Accident Potential Zone 2 & Noise Zone 2
C1	Accident Potential Zone 2 & Noise Zone 1
3	Noise Zone 3
2	Noise Zone 2

ord. 29.110

(4) Development

(a) Acceptable Development. The provisions of the zoning code are appropriate without modification.

(b) Conditional Development. The land uses set forth in the zoning code are appropriate; however, certain conditions or safeguards need to be imposed to protect the public interest.

(c) Unacceptable Development. The land uses permitted by the zoning code are incompatible with and prohibited by the airport environs zone in which the property is located.



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TABLE 1  
 LAND USE OBJECTIVES  
 YES - ACCEPTABLE DEVELOPMENT \* - CONDITIONAL DEVELOPMENT PERMITTED BY TABLE 2 NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY	AIRPORT ENVIRON AREAS								
	A	B3	B2	B1	C3	C2	C1	3	2
<b>RESIDENTIAL:</b>									
Single-Family Dwellings .....	No	No	*24,17	*24	No	*16,17	*16	No	*17
2 Family Dwellings; Multi-Family Dwellings;	No	No	No	No	No	No	No	No	*17
Mobile Home Parks or Courts .....	No	No	No	No	No	No	No	*21	*17
Group Quarters; Residential Hotels; Transient Lodgings .....	No	No	No	No	No	No	No	No	No
<b>INDUSTRIAL/MANUFACTURING:</b>									
Food and Kindred Products; Textile Mill Products .....	No	No	No	No	*5	*12	Yes	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro	No	No	No	No	No	No	No	*5	*12
Refining & Related Rubber & Misc. Plastic Products .....	No	No	No	No	No	No	No	*5	*12
Lumber & Wood Products; Furniture & Fixtures; Paper and	No	No	No	No	No	No	No	No	No
Allied Products; Printing & Publishing; Stone, Clay &	No	No	No	No	No	No	No	No	No
Glass Products; Primary Metal Industries; Fabricated	No	No	No	No	No	No	No	No	No
Metal Products; Product Assembly; Motor Freight;	No	No	No	No	No	No	No	No	No
Warehousing .....	No	No	No	No	No	No	No	No	No
Professional, Scientific & Control Instruments .....	No	No	No	No	No	No	No	No	No
<b>TRANSPORTATION, COMMUNICATION AND UTILITIES:</b>									
Railroad; Rapid Transit (on grade) .....	*1,3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highway & Street Right-of-Way .....	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automobile Parking .....	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Communications .....	*3	*5	*12	Yes	*5	*12	Yes	*5	*12
Utilities (except above ground transmission lines) .....	*2	*5	*12	Yes	*5	*12	Yes	*5	*12
Above Ground Transmission Lines .....	No	No	No	No	Yes	Yes	Yes	Yes	Yes



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SANTA ROSA COUNTY, FLA.

TABLE 1  
(Continued)

LAND USE OBJECTIVES

YES - ACCEPTABLE DEVELOPMENT      \* - CONDITIONAL DEVELOPMENT PERMITTED BY TABLE 2      NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY	AIRPORT ENVIRON AREAS							2	
	A	B3	B2	B1	C3	C2	C1		3
<u>COMMERCIAL/RETAIL TRADE:</u>									
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail) .....	No	*5	*12	Yes	*5	*12	Yes	*5	*12
General Merchandise (Retail); Food Retail; Apparel and Accessories (Retail) .....	No	No	No	No	*6	*13	Yes	*6	*13
Furniture; Home Furnishings (Retail) .....	No	No	No	No	*6	*12	Yes	*6	*13
Eating & Drinking Establishments .....	No	No	No	No	No	No	No	*14	*6
<u>PERSONAL &amp; BUSINESS SERVICES:</u>									
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services .....	No	No	No	No	*14	*6	Yes	*14	*6
Repair Services; Contract Construction Services .....	No	*6	*13	Yes	*6	*13	Yes	*6	*13
Automobile Service Stations .....	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<u>PUBLIC &amp; QUASI-PUBLIC SERVICES:</u>									
Government Services .....	No	No	No	No	No	*13, 18	*20	*6	*13
Educational Services; Cultural Activities; Non-Profit Organizations .....	No	No	No	No	No	No	No	No	*14
Medical & Other Health Services .....	No	No	No	No	No	No	No	*6	*14
Cemeteries .....	No	*7	*7	*7	*7	*7	*7	Yes	Yes



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TABLE 1  
(Continued)

LAND USE OBJECTIVES

YES - ACCEPTABLE DEVELOPMENT      \* - CONDITIONAL DEVELOPMENT PERMITTED BY TABLE 2      NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY

AIRPORT ENVIRON AREAS

	A	B3	B2	B1	C3	C2	C1	3	2
Playground; Neighborhood Parks .....	No	No	No	No	No	*19	*19	No	Yes
Community & Regional Parks .....	No	*8	*8	*8	*8	*8	*8	Yes	Yes
Nature Exhibits .....	No	*6	*13	Yes	No	*13	Yes	*6	Yes
Spectator Sports Including Arenas .....	No	No	No	No	No	No	No	No	Yes
Golf Courses; Riding Stables .....	No	*9,10	*9,10	*9,10	*9,15	*9,15	*9,15	*22	Yes
Water Based Recreational Area .....	No	*9	*9	*9	*9	*9	*9	*22	Yes
Resorts and Group Camps .....	No	No	No	No	No	No	No	*23	Yes
Entertainment Assembly; Amphitheatre; Music Shell .....	No	No	No	No	No	No	No	No	No

OUTDOOR RECREATION:

RESOURCE PRODUCTION, EXTRACTION & OPEN LAND:

Agriculture Including Livestock Grazing .....	*2	*11	*24,17	*24	*11	*17	Yes	*21	*17
Livestock Farms; Animal Breeding .....	No	No	*24,17	*24	No	*17	Yes	No	*17
Agriculture Related Activities .....	No	*11	*24,17	*24	*11	*17	Yes	No	*17
Forestry Activities .....	*3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fishing Activities .....	*4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mining Activities .....	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Unused Land Areas; Permanent Open Space; Water Areas .....	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



CONDITIONS FOR DEVELOPMENT

SANTA ROSA COUNTY, FLA.

For this table, NLR means Noise Level Reduction.

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- (1) No passenger terminals are permitted.
- (2) No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
- (3) Permitted only within height constraints.
- (4) Hunting and fishing is permitted only for wildlife control.
- (5) Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
- (6) Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.
- (7) Chapels are not permitted.
- (8) Development is subject to the condition that spectator stands are not built as part of this land use operation.
- (9) Development is subject to the condition that clubhouses are not built as part of this land use operation.
- (10) Development is subject to the condition that concentrated rings with classes larger than 25 are not built as part of this land use operation.
- (11) Residential structures are not permitted.
- (12) Compatible development is conditioned on design and construction providing for an NLR of 25 dBA in reception, office, retail and employee lounge areas.
- (13) Compatible development is conditioned on design and construction providing for an NLR of 25 dBA throughout the facility.
- (14) Compatible development is conditioned on design and construction providing for an NLR of 35 dBA throughout the facility.
- (15) Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land use operation.
- (16) Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.
- (17) Compatible development is conditioned on dwelling design and construction providing for an NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
- (18) Development is subject to the condition that meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
- (19) Development is subject to the condition that the park is oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.

(Continued Next Page)



TABLE 2 (Continued)

(20) Development is subject to the condition that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.

(21) Compatible development is conditioned on residential unit design and construction providing for an NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.

(22) Compatible development is conditioned on design and construction providing for an NLR of 30 dBA in the club house.

(23) Compatible development is conditioned on design construction providing for an NLR of 35 dBA in permanent residential units and 30 dBA in other permanent structures.

(24) Development is subject to the condition that maximum density not exceed 1 dwelling unit per five acres.

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SANTA ROSA COUNTY, FLA.



**SECTION 7. USES INTERFERING WITH AIRCRAFT****SANTA ROSA COUNTY, FLA.**

It is unlawful to establish, maintain or continue any use within the airport hazard area in such a manner as to interfere with the operations of aircraft. The following requirements shall apply to all lawfully established uses within the airport hazard area:

- (1) All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.
- (2) No operations of any type shall produce smoke, glare or other visual hazards within three (3) statute miles of any usable runway or a designated airport.
- (3) No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport and the aircraft.
- (4) No use of land shall be permitted which encourages large concentrations of birds or waterfowl within the vicinity of an airport.

(a) Sanitary landfills will be considered as an incompatible use if located within areas established for the airport through the application of the following criteria;

- (1) Landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.
- (2) Landfills located within 5,000 feet of any runway used only by piston type aircraft.
- (3) Landfills outside the above perimeters but within the conical surfaces described by FAR Part 77 and applied to an airport will be reviewed on a case-by-case basis.
- (4) Any landfill located that places the runways and/or approach and departure patterns of an airport between bird feeding, water or roosting areas.

**SECTION 8. LIGHTING**

Notwithstanding the provisions of any other section or ordinance, the owner of any structure over 200 feet above ground level shall install lighting in accordance with Federal Aviation Advisory Circular 70-7460-1 Series and Amendments thereto on that structure. In addition, the owner shall construct high intensity white obstruction lights on a high structure which exceeds 749 feet above mean sea level.

**SECTION 9. HAZARD MARKING AND LIGHTING**

In granting any permit or variance under this ordinance, the Building Inspection Department or the Board of Adjustment may, if it deems such action advisable to effectuate the purposes of this ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Santa Rosa County or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.



SECTION 10. DISCLOSURE STATEMENT

No person shall sell, lease, nor offer for sale or lease any property within the airport hazard area unless the prospective buyer or lessee has been given the following notice:

To: \_\_\_\_\_

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SANTA ROSA COUNTY, FLA.

The property at \_\_\_\_\_ (Address) is located within the airport environs of \_\_\_\_\_ (Airport). Santa Rosa County has determined that this is an area of airport operations. The County has placed certain restrictions on the development and use of property within airport environs zones in addition to the restrictions in the zoning code. Before purchasing or leasing the above property, you should consult the Santa Rosa County Airport Zoning Ordinance to determine the restrictions which have been placed on the subject property.

Certification

As the owner of the subject property, I hereby certify that I have informed \_\_\_\_\_, as a prospective purchaser/lessee, that the subject property is located in an Airport Environs Zone.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_.

Witness \_\_\_\_\_ Owner \_\_\_\_\_

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted the Santa Rosa County Airport Zoning Ordinance to determine the restrictions which have been placed on the subject property.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_.

Witness \_\_\_\_\_ Purchaser/Lessee \_\_\_\_\_



SECTION 11. NONCONFORMING USES

SANTA ROSA COUNTY, FLA.

- A. No provision of this ordinance shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.
- B. No nonconforming structure or tree shall be increased, permitted to grow taller or otherwise become a greater hazard to air navigation than it was when it became nonconforming.
- C. In the event that a nonconforming use or nonconforming structure has been abandoned for a period of one year or is more than eighty percent torn down, destroyed, deteriorated, or decayed, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable regulations.
- D. Within zones A, B1 and C1 for OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in paragraphs (2), (16) and (24) of Table 2.

SECTION 12. PERMITS

- (1) No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within the airport hazard area unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.
- (2) No nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher, or replanted within the airport hazard area unless a permit has been granted by the Building Inspection Department. No permit shall be granted that would permit a nonconforming structure or tree or nonconforming use to be made or become higher or become a greater hazard to air navigation than it was when the applicable regulation was adopted or when the application for a permit is made.
- (3) Whenever the Building Inspection Department determines that a nonconforming use or nonconforming structure or tree has been abandoned for more than one year or is more than eighty percent torn down, destroyed or deteriorated, or decayed, no permit shall be granted that would allow said structure or tree to exceed the applicable height limit or otherwise deviate from applicable regulations.
- (4) Except as provided herein, applications for permits shall be granted, provided the matter applied for meets the provisions of this chapter and the regulations adopted and in force hereunder.

SECTION 13. BOARD OF ADJUSTMENT

With respect to this ordinance, the Board of Adjustment shall have the following powers:

- (1) To hear and decide appeals from any order, requirement, decision or determination made by the Building Inspection Department in the enforcement of these regulations;
- (2) To hear and decide special exceptions;
- (3) To hear and decide variances;



(4) The Board of Adjustment shall consist of five members, each to be appointed for a term of three years by the Board of County Commissioners, and to be removable by the appointing authority for cause, upon written charges and due notice and after public hearing.

(5) The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the administrative agency, or to decide in favor of the applicant on any matter upon which it is required to pass under the airport zoning regulations, or to effect any variation in such regulations.

(6) The Board shall adopt rules in accordance with the provisions of the ordinance or resolution by which it was created. Meetings of the board shall be held at the call of the chairman and at such other times as the board may determine. The chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses. All hearings of the said Board shall be public. The Board shall keep minutes of its proceedings, showing the vote of each member upon each question, or, if absent or failing to vote, indicating such facts, and shall keep records of its examinations and other official actions, all of which shall be immediately filed in the office of the board and shall be a public record.

SECTION 14. APPEALS

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SANTA ROSA COUNTY, FLA

(1) Any person aggrieved, or taxpayer affected, by any decision of an administrative agency made in its administration of airport zoning regulations adopted under this chapter, or any governing body of a political subdivision, which is of the opinion that a decision of such an administrative agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment authorized to hear and decide appeals from the decisions of such administrative agency.

(2) All appeals taken under this section must be taken within 14 days by filing with the agency from which appeal is taken and with the Board, a notice of appeal specifying the grounds thereof. The agency from which the appeal is taken shall forthwith transmit to the Board all the papers constituting the record upon which the action appealed from was taken, or properly certified copies thereof in lieu of originals, as the agency involved may elect.

(3) An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency from which the appeal is taken, certifies to the Board, after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the Board on notice to the agency from which the appeal is taken and on due cause shown.

(4) The Board shall fix a reasonable time for the hearing of appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agency or by attorney.

SECTION 15. SPECIAL EXCEPTION - PRIVATE AIRPORTS AND HELICOPTER LANDING SITES

The Board may grant a special exception for a private airport or helicopter landing site if it finds the following:

(1) That the applicant has obtained all necessary permits from state and federal agencies for the operation of the facility;

(2) That the proposed use is consistent with the highest order of safety;

(3) That the operation of the facility is compatible with surrounding land uses;



(4) That the proposed use will not adversely affect the public interest.

The Board may prescribe appropriate conditions and safeguards to effectuate the purposes of this ordinance.

**SECTION 16. VARIANCES**

(1) Any person desiring to erect any structure, or increase the height of any structure, or permit the growth of any tree, or otherwise use his property in violation of the regulations set forth herein may apply to the Board of Adjustment for a variance from the airport zoning regulations in question.

(2) Any person desiring to erect, alter or modify any structure, the result of which would exceed the federal obstruction standards as contained in 14 C.F.R. Sec. 77 specifically 14 C.F.R. Sections 77.21 (scope), 77.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters), and FAA circular 1500/5300-4B (zoning and grants) may apply to the Board of Adjustment for a variance from the regulations in question.

(3) Such variances shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of regulations and this chapter. Provided, that any variance may be allowed subject to any reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of this ordinance.

**SECTION 17. JUDICIAL REVIEW**

ORD. 2 p. 120

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SANTA ROSA COUNTY, FLA.

Any person aggrieved, or taxpayer affected, by any decision of the Board of Adjustment or the Board of County Commissioners with regard to any action taken pursuant to this ordinance may seek judicial review in circuit court pursuant to the laws of the State of Florida.

**SECTION 18. ADMINISTRATION AND ENFORCEMENT.**

It shall be the duty of the Building Inspector or his duly appointed designee to implement and enforce the regulations prescribed herein within the territorial limits over which Santa Rosa County has jurisdiction. In the event that the Building Inspector finds any violation of the regulations contained herein, the Building Inspector shall give written notice to the person responsible for such violation. The Building Inspector shall order the discontinuance of any work being done or take such action which is necessary to correct violations and obtain compliance with the article.

**SECTION 19. REMEDIES**

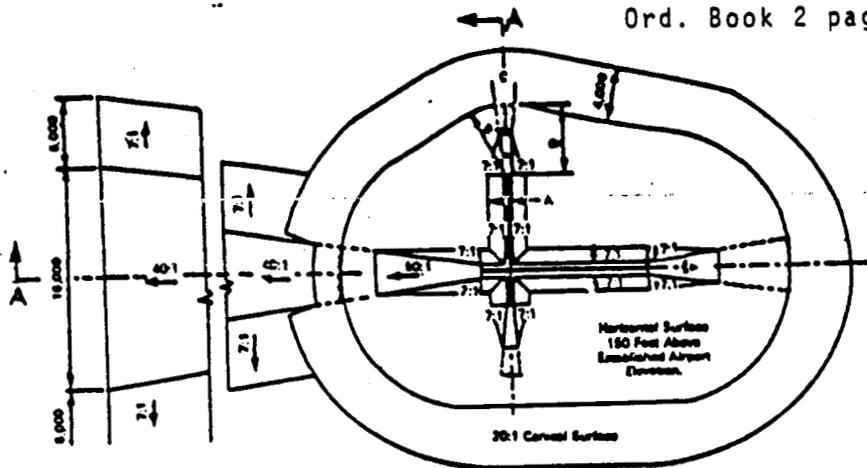
(1) Whether an application is made for a permit or not, the Building Inspection Department may, by appropriate action, compel the owners of the nonconforming structure or tree that has been abandoned or is more than eighty percent torn down, destroyed, deteriorated or decayed, at the owner's expense, to lower, remove, reconstruct, or equip such object as may be necessary to conform to the regulation.

(2) If the owner of the nonconforming structure or tree shall neglect or refuse to comply with such order for ten days after notice thereof, the Planning Board may report the violation to the Board of County Commissioners which may proceed to have the object so lowered, removed, reconstructed or equipped and assess the cost and expense thereof upon the object of land whereon it is or was located.



# CIVIL AIRPORT IMAGINARY SURFACES

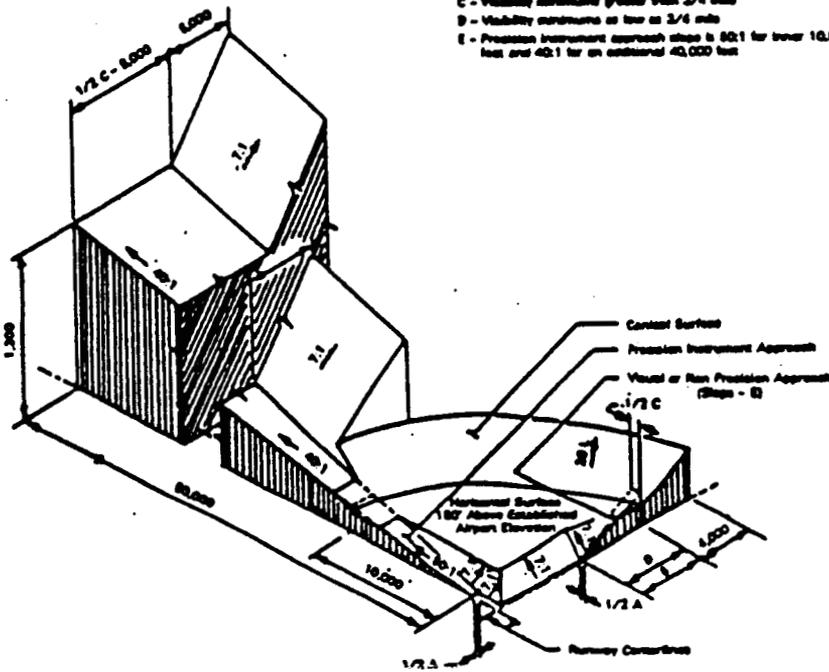
Off. Rec. Bk. 807 pg. 113-A  
Ord. Book 2 page 173-A



**PLAN VIEW**  
**NOT TO SCALE**

DIM	ITEM	Dimensional Standards (Feet)					
		Visual Runway		Non-Precision Instrument Runway		Precision Instrument Runway	
		A	B	A	C	D	E
A	Width of primary surface and approach surface width at outer end	250	300	300	300	1,000	1,000
B	Width of horizontal surface	5,000	5,000	5,000	10,000	10,000	10,000
C	Approach surface width at end	1,250	1,500	2,000	1,500	4,000	10,000
D	Approach surface length	5,000	5,000	5,000	10,000	10,000	-
E	Approach slope	20:1	20:1	20:1	20:1	20:1	-

- A - Utility easements
- B - Runways larger than utility
- C - Visibility minimums greater than 3/4 mile
- D - Visibility minimums as low as 3/4 mile
- E - Precision instrument approach slope is 80:1 for lower 10,000 feet and 40:1 for an additional 40,000 feet



**ISOMETRIC VIEW**  
**NOT TO SCALE**

**Attachment A**



(3) Unless such an assessment is paid within ninety days from the service of notice thereof on the owner or his agent, the sum shall be a lien on said land and shall bear interest hereafter at the rate of six percent per annum until paid and shall be collected in the same manner as taxes on real property are collected, or, at the County's option, said lien may be enforced in the manner provided for the enforcement of liens by chapter 85.

SECTION 20. PENALTY

Violation of this ordinance is unlawful and is a misdemeanor of the second degree, punishable as provided under State Law in F.S. 775.082 and 775.083. Each day during which a violation is committed shall be regarded as a separate violation.

SECTION 21. SEVERABILITY

If any of the provisions of this ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of these zoning regulations which can be given effect without the invalid provision or application, and to this end, the provisions of these zoning regulations are declared to be severable.

SECTION 22. REPEALER

Ordinance Number 77-3 is hereby repealed. <sup>ORD. 2 pg. 121</sup> BCC# 807 PAGE 61

SECTION 23. EFFECTIVE DATE

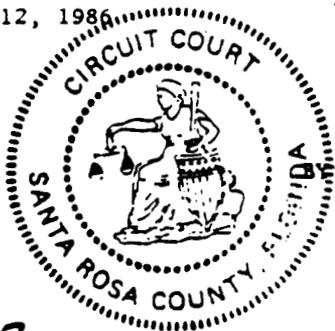
SANTA ROSA COUNTY, FLA.

This ordinance shall become effective as prescribed by general Florida law.

DULY ADOPTED, by the Board of county Commissioners, Santa Rosa County, Florida, this 7th day of May, 1986.

Effective Date: May 12, 1986

BOARD OF COUNTY COMMISSIONERS  
Santa Rosa COUNTY, FLORIDA



William Canale  
Chairman

Beaul F. Barnes  
Clerk to the  
Board of County Commissioners

APPROVED AS TO FORM:  
Henry M. Lewis  
County Attorney



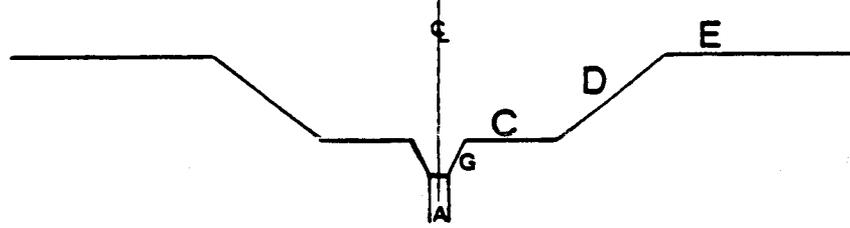
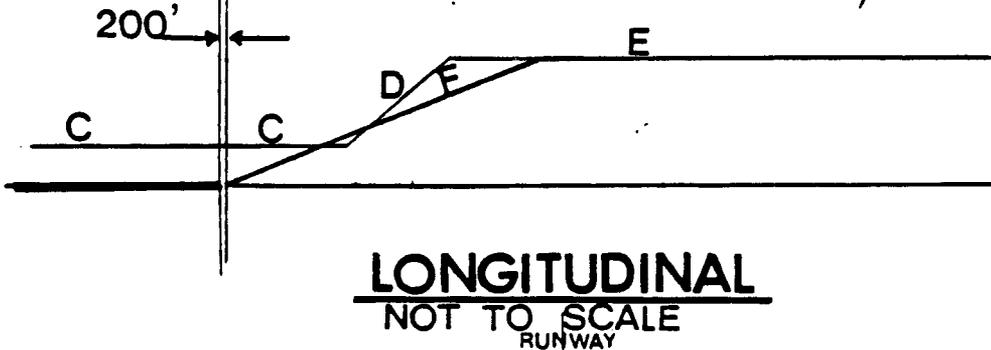
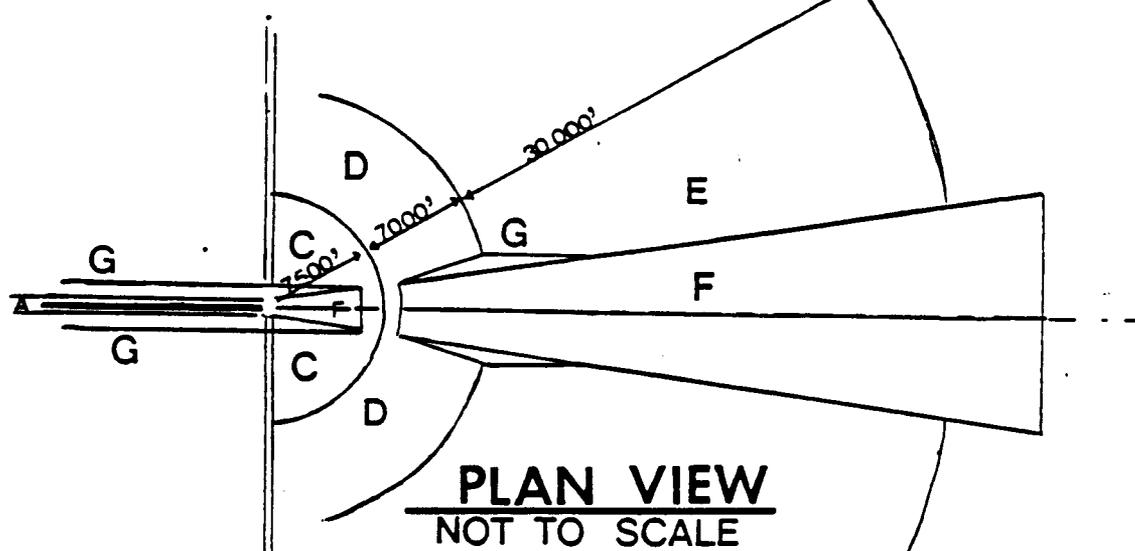
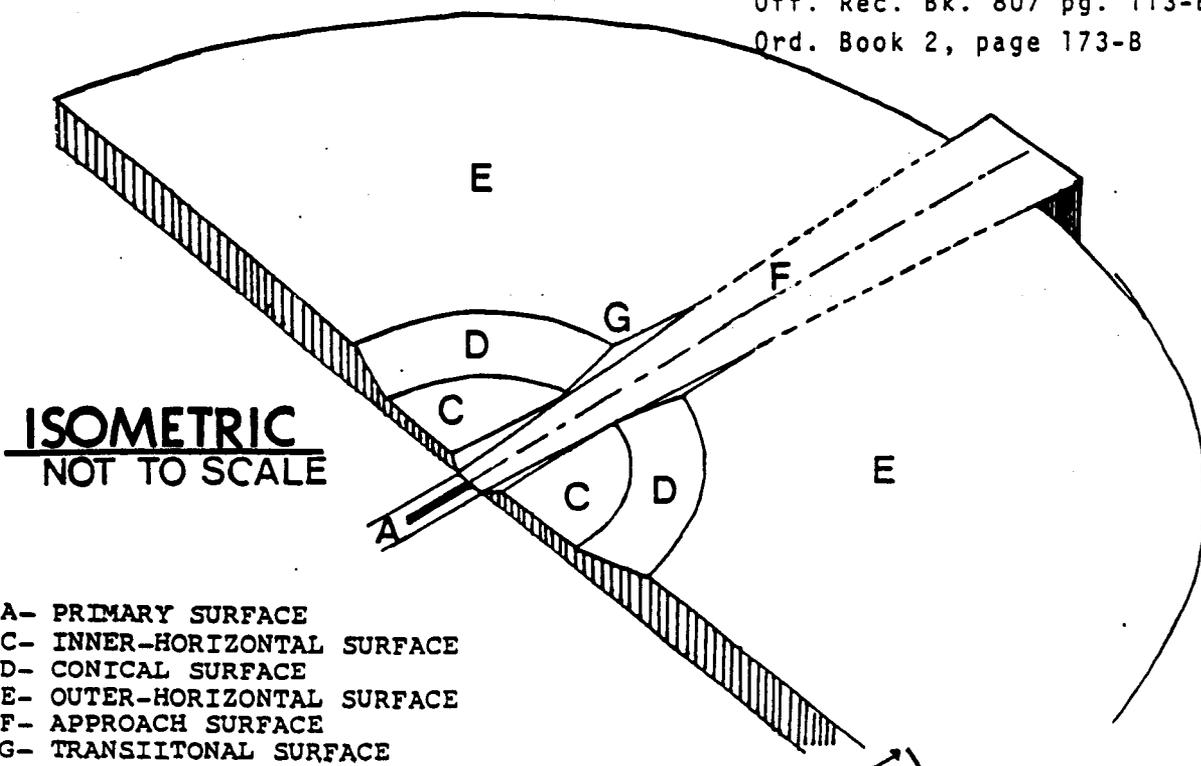
FILED  
SANTA ROSA COUNTY  
CLERK'S OFFICE  
MAY 14 1 00 PM '86  
GERALD F. BARNES  
CLERK, CIRCUIT COURT  
MILTON, FLA.

014307



# IMAGINARY SURFACES

Off. Rec. Bk. 807 pg. 113-B  
Ord. Book 2, page 173-B



**Attachment B**

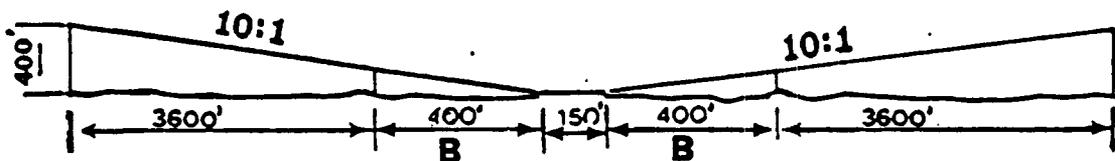
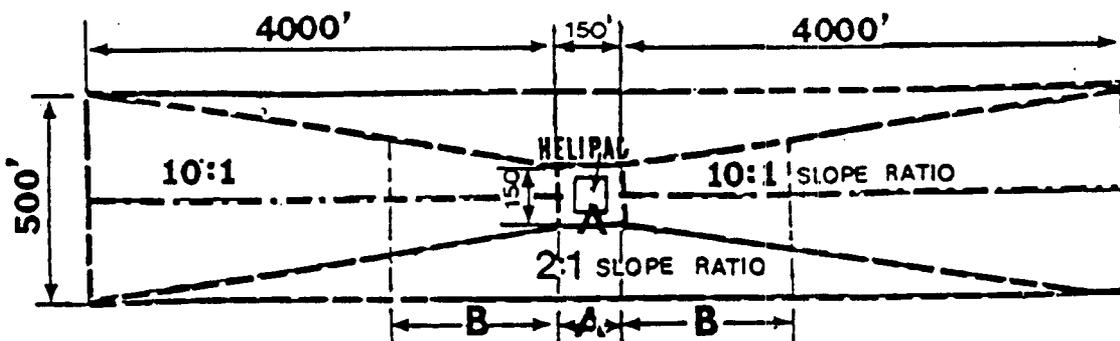
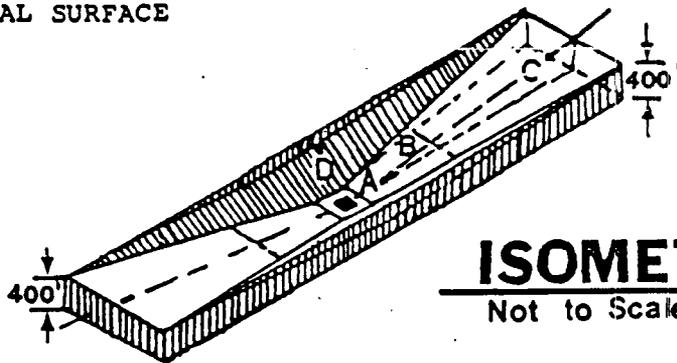


# NAVAL HELICOPTER LANDING FIELDS

## IMAGINARY SURFACES

Off. Rec. Bk. 807 pg. 113-C  
 Ord. Book 2, page. 173-C

- A - PRIMARY SURFACE
- B - TAKEOFF SAFETY ZONE
- C - APPROACH-DEPARTURE SURFACE
- D - TRANSITIONAL SURFACE



Attachment C



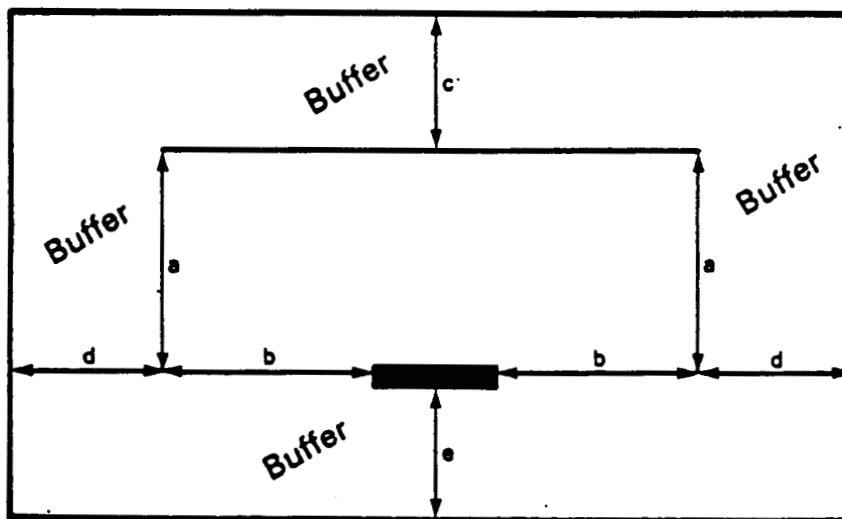
# HELICOPTER TRAFFIC PATTERN AIRSPACE

Off. Rec. Book 807 pg. 113-D

Ord. Book 2, page 173-D

Aircraft Category Type	Distance in Nautical Miles				
	a	b	c	d	e
A (Helicopter)	.75	.75	.5	.5	.25

**Note:** "a" and "b" of the above traffic pattern airspace should be increased by one-half the length of "b" (final and departure dimensions) for each aircraft over four of the same category anticipated operating in the traffic pattern at any one time.



### Legend

- a. Base leg and crosswind.
- b. Final and departure. (Measure from end of runway)
- c. Downwind buffer area.
- d. Base leg and crosswind buffer area.
- e. Final and departure buffer area.

Attachment D





- 1) DER, DNR, COE, Escambia County Health Department and ECUA review and make recommendations and or comments on the project.
- 2) Findings of the County Staff.
- 3) Cumulative effect of development.

After review of the above stated criteria by the BOA and BCC, each will make a finding of facts as to the approval or disapproval of the project.

#### Section 16 - Airport Land Use.

The following are regulations under which development will take place around private and military airports within the unincorporated areas of the County. These specific areas are delineated as Airport Environs and Noise Zones on the Land Use Map Series (for regulation of land use and density), and on the Height Limitation Map for regulation of height limitation. Unless otherwise indicated, the regulations of this section will apply to the Airport Environs Areas and Height Limitation Areas only. Further, there are certain general regulations of this ordinance which apply to this section and they are so noted.

#### PART I

#### FINDINGS

These Regulations are adopted pursuant to the authority conferred by Chapters 125, 163 and 333, Florida Statutes. It is hereby found that Incompatible land uses have the potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use. Incompatible land use reduces the size of areas available for the landing, taking off and maneuvering of aircraft, thus, tending to destroy or impair the utility of Pensacola Regional, NAS Pensacola, Ferguson and Coastal Airports and OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8 and Corry Hospital Heliport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of incompatible land use around airports is a nuisance and injurious to the region served by the Pensacola Regional, Ferguson and Coastal Airports and NAS Pensacola, OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8, and Corry Hospital Heliport;
2. That it is necessary in the interest of the public health, public safety, and general welfare that land uses be controlled so as to prevent incompatible land uses around airports. Airport operations produce noise which when certain levels are exceeded is not compatible with residential uses and certain commercial and industrial uses which are not properly soundproofed. It is further declared that both the prevention and creation or establishment of incompatible land uses, structures and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

#### PART II

#### APPLICABILITY

The regulations on land uses set forth herein are applicable to all lands designated as Accident Potential Zones or Noise Zones on the official "Escambia County Airport Zoning Map Series". In addition all of the property as designated on the "Height Limitations Maps" are regulated pursuant to the provisions of this Ordinance for height limitations only. All property outside of the designated Accident Potential Zones or Noise Zones as set forth on the official "Escambia County Airport Zoning Map Series" will be regulated as to land uses by the "Urban Area Land Use Regulations Ordinance".

shall be available for public inspection during regular office hours at the Escambia County Planning and Development Department and the Office of the Deputy Clerk of the Board of County Commissioners where the public records of the County of Escambia, Florida, are regularly kept in the ordinary course of business and by reference made a part hereof."

### PART III

#### DEFINITIONS

- 1) Accident Potential Zones (APZ). As applied to military airfields, mean those areas which are identified as being significantly impacted by accident potential from aircraft.
- 2) Agriculture. The production of crops, horticulture, the raising of livestock and poultry. This term shall not include the retail sale of agricultural products on the premises.
- 3) Agriculture-related activities. Those activities which are customarily incidental or accessory to an agricultural use, including but not limited to, the maintenance of barns, storage sheds and farm equipment.
- 4) Airport. Any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purposes, including but not limited to:
  - a. Pensacola Regional Airport (Elevation 121 MSL)
  - b. Ferguson Airport (Elevation 27 MSL)
  - c. Coastal Airport (Elevation 110 MSL)
  - d. NAS Pensacola (Elevation 30 MSL)
  - e. OLF Saufley (Elevation 85 MSL)
  - f. OLF Bronson (Elevation 27 MSL)
  - g. OLF Site 6 (Elevation 110 MSL)
  - h. OLF Site 8 (Elevation 110 MSL)
  - i. Corry Hospital Heliport (Elevation 25 MSL)
- 5) Airport Elevation. The highest point of an airport's landing area measured in feet above Mean Sea Level (MSL). See Airport Definition #4 for elevations.
- 6) Airport Environs Area. The area which has been identified as being significantly impacted by airport noise and accident potential.
- 7) Airport Hazard. Any structure, tree or use of land which would exceed the Federal standards as contained in Title 14 C.F.R. Sections 77.21 (scope), 77.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters) and FAA Advisory Circular 150/5300-4B (zoning and grants), which obstructs the airspace required for the flight of aircraft taking off, maneuvering or landing is otherwise hazardous to such taking off, maneuvering or landing of aircrafts and which has not previously obtained a permit or variance pursuant to S. 333.025 or S. 333.07, F.S.
- 8) Airport Hazard Area. Any area of land or water upon which an airport hazard might be established if not prevented by this Ordinance.
- 9) Airport Land Use Administrator (Administrator). The County Administrator or his duly appointed designee to implement and enforce this Ordinance (See Enforcing Officer).
- 10) Airspace Height. To determine height limits in all zones set forth in this Ordinance, the datum shall be above Mean Sea Level elevation (AMSL) unless otherwise specified.

- 11) Alteration. Any construction which would result in a change in height or lateral dimensions of an existing structure.
- 12) Board of Adjustment. A board which is authorized to perform certain functions (Also known as Escambia County Zoning Board of Adjustment).
- 13) Clear Zone(NAS Pensacola). A fan shaped area extending outward 3,000 feet from the end of each runway. The inner boundary is the same width as the primary surface and commencing 200 feet from the threshold, expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet. The Type I clear zone is the first 1,000 feet adjacent to the end of runway. The Type II clear zone is 500 feet wide and extends outward from the Type I clear zone on the extended centerline. The type III clear zone is laterally adjacent to the Type II clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I, Type II, or Type III clear zones.
- 14) Clear Zone(OLF Saufley). The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.
- 15) Construction. The erection or alteration of any structure either of a permanent or temporary character.
- 16) Day-Night Average Sound Level (Ldn). A basic measure for quantifying noise exposure, namely: The A-weighted sound level averaged over a 24-hour time period, with a 10 decibel penalty applied to night time (10:00 p.m. to 7:00 a.m.) sound levels.
- 17) Decibel (dB). A unit for measuring the relative loudness of sound or sound pressure equal approximately to the smallest degree of difference of loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with 1 for the faintest audible sound.
- 18) dBA. The unit of noise level measured in accordance with the "A-weighted scale" which replicates the response characteristics of the ear. This scale is a quantity, in decibels, read from a standard sound-level meter with A-weighting circuitry. The A-space weighting discriminates against the lower frequencies according to a relationship approximating, and to more accurately reflect the auditory sensitivity and response of the human ear. The A-scale sound level measures approximately the relative "noisiness" or "annoyance" of many common sounds.
- 19) Decision Height. The height at which a pilot must decide during an instruction approach (i.e., landing) to either continue the approach or to execute a missed approach and regain altitude.
- 20) Dwelling Unit. A structure or portion of a structure designed or occupied as self-contained living quarters for one family.
- 21) Easements. A servitude imposed as a burden on land. Easements regarding airport facilities usually involve a form of right of way above the land together with a restriction applied to the uses to which the land itself may be put in order to avoid interference with airport operations.. Nothing in this Ordinance or in the FAR, Part 77, regulations adopted hereby shall limit,

alter or diminish the rights of airport facilities operators, public or private, acquired by easements in connection with and to facilitate airport operations.

- 22) Enforcing Officer. The County Administrator or his duly appointed designee.
- 23) Family. One or more persons related by blood, marriage or adoption and not more than four unrelated persons, living together as a single housekeeping unit.
- 24) Forestry. The cultivation and harvesting of trees. The term shall not include the retail sale of trees or similar products.
- 25) Height. The overall height of a structure, including any appurtenance thereon, and for the purpose of determining the height limitations set forth herein, the datum shall be mean sea level elevation unless otherwise specified.
- 26) Incompatible Land Use. A land use which is not a permitted use as set forth herein.
- 27) Ldn. See Day-Night Average Sound Level-Definition #15.
- 28) Minimum Descent Altitude. The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is approved.
- 29) Minimum Enroute Altitude. The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.
- 30) Minimum Obstruction Clearance Altitude. The specified altitude in effect between radio fixes on Variable Omnidirectional Range (VOR) airways, off-airway routes, or route segment which meets obstruction clearance requirements for the entire route segment and which assures acceptable navigational signal coverage only within 22 miles of a VOR.
- 31) Mobile Home. A structure, transportable in one or more sections built on an integral chassis, designed to be used as a private dwelling when connected to the required utilities, and includes the plumbing, heating, air-conditioning, electrical and sanitary systems contained herein, and has a Department of Housing and Urban Development Seal attached.
- 32) Noise Level Reduction (NLR). Amount of noise reduction required through construction and incorporation of sound attenuation material to reduce interior noise level.
- 33) Nonconforming Use. Any structure, growth or use of land which was lawfully in existence prior to the enactment of this Ordinance and which does not conform to this Ordinance.
- 34) Nonprecision Instrument Runway. A runway having a nonprecision instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in, nonprecision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service's military airport planning document.
- 35) Obstruction. See Airport Hazard-Definition #7.
- 36) Person. Any individual, firm, co-partnership, corporation, company, association, joint-stock association, or body politic, and includes any trustee, receiver, assignee or other similar representative thereof.

- 37) Precision Instrument Runway. A runway having an instrument approach procedure utilizing an instrumented landing system with glide slope information.
- 38) Runway. A defined area on an airport prepared for landing and takeoff of aircraft along its length.
- 39) Sanitary Landfill. A site for solid waste disposal.
- 40) Single-family Dwelling. A structure which is designed for or occupied exclusively as a residence for one family.
- 41) Special Exception. A use that would not be appropriate generally throughout a particular district, but which, if controlled as to number, area, location, or relations to the neighborhood, would not adversely affect the public health, safety, existing property value and the general welfare.
- 42) Structure. Any object constructed or installed by man, including but not limited to, buildings, towers, smokestacks, utility poles and overhead transmission lines.
- 43) Surface. An imaginary geometric plane enclosing an area, penetration into which may be restricted, prohibited or controlled.
- 44) Tree. Any woody plant.
- 45) Urban Area. That part of Escambia County, Florida, south of the Tallahassee base line, excluding incorporated areas and those areas presently subject to zoning pursuant to Special Acts of the Legislature including but not limited to areas in the vicinity of the University of West Florida, Santa Rosa Island and Perdido Key.
- 46) Use. The purpose for which land or a building is arranged, designed, occupied or maintained.
- 47) Utility Runway. A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight.
- 48) Variance. A modification of these regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship.
- 49) Visual Runway. A runway intended solely for the operation of aircraft using visual approach procedures and no instrument designation indicated on a FAA approved airport layout plan, a military services approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

#### PART IV

#### HEIGHT LIMITATIONS

In order to carry out the provision of this Ordinance, there are hereby created and established certain airport zones and surfaces. These zones and surfaces are shown on the official "Escambia County Land Use Map Series" and "Height Limitations Maps" which can be viewed at the Escambia County Planning and Development Department, 1190 West Leonard Street, and by reference made a part hereof.

When a lot is divided into sections, the more restrictive height limitations shall apply.

An area located in more than one of the described zones and surfaces is considered to be only in the zone and surface with the more restrictive height limitation.

Except as otherwise provided, no structure shall be constructed or maintained, or encroach into any surface regulated in excess of the height limitation established herein, unless a variance is first obtained (See Part XI).

In addition to the height limitations imposed in this Ordinance, no structure or obstruction will be permitted within Escambia County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised.

1. Public Civil Airports. The various zone, surfaces and height limitations are hereby established for public civil airports. A full scale map is available at the Escambia County Planning and Development Department.

A. Primary Surface. An area longitudinally centered on a runway. When the runway has specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at the end of the runway. The width of the primary surface of a runway will be that width prescribed for the most precise approach existing or planned for that runway end. Except as provided in the permitted use sections, no structure or obstruction will be permitted within the primary surface, that is not part of the landing and take-off area, and is of a greater height than the surface measured at the nearest point on the runway centerline. The width of the primary surface is as follows:

1) Pensacola Regional - Runways 16/34 and 07/25 - 1,000 feet.

2) Coastal and Ferguson Airports - 250 Feet.

B. Horizontal Surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each airport's runway and connecting the adjacent arcs by lines tangent to those arcs. No structure or obstruction will be permitted in the horizontal surface that has a height greater than 150 feet above the airport elevation. The radius of each arc is:

1) Pensacola Regional

Runways 16/34 and 07/25 - 10,000 feet.

2) Coastal and Ferguson Airports

5,000 feet.

C. Conical Surface. The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport elevation at the inner boundary with permitted elevation increasing one foot vertically for every 20 feet of horizontal distance measured outward from the inner boundary to a height of 350 feet above airport height at the outer boundary.

D. Approach Surface. An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for that runway end.

1) The inner edge of the approach surface is the same width as the primary surface and its expands uniformly to a width of:

a) Pensacola Regional

Runway 25 - 4,000 feet. Runways 16/34 and 07 - 16,000 feet.

b) Coastal and Ferguson Airports

1,250 feet.

2) The approach surface extends for a horizontal distance of:

a) Pensacola Regional

Runway 25 - 10,000 feet. Runways 16/34 and 07 - 50,000 feet.

b) Coastal and Ferguson Airports  
5,000 feet.

3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

4) Permitted height limitation within the approach surfaces is the same as the inner edge and increases with horizontal distance outward from the inner edge as follows:

a) Pensacola Regional.

Runway 25 - Permitted height increases one foot vertically for every 34 feet of horizontal distance for all non-precision instrument runways other than utility; and

Runways 16/34 and 07 - Permitted height increase one foot vertically for every 50 feet of horizontal distance for the first 10,000 feet and then increase one foot vertically for every 40 feet of horizontal distance for an additional 40,000 feet for all precision instrument runways.

b) Coastal and Ferguson Airports.

Permitted height increases one foot vertically for every 20 feet of horizontal distance for all utility and visual runways. The slope starts at the runway ends.

E. Transitional Surface. The area extending outward from the sides of the primary surfaces and approach surfaces connecting them to the horizontal surface. Height limits of the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every seven feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height matches the height of the horizontal surface or conical surface or for a horizontal distance of 5,000 feet from the side of the part of the precision approach surface that extends beyond the conical surface.

2. Military Airports. The various zones, surfaces and height limitations are hereby established for military airports (Attachment B) as follows: Additional maps depicting said zones, surfaces and height limitations are available at the Escambia County Planning and Development Department and by reference, made a part hereof.

A. NAS Pensacola

Runways 07L/25R 07R/25L and 19/01

- 1) Primary Surface. The area located on the ground or water, longitudinally centered on each runway extending 200 feet beyond the runway end and 1,500 feet wide (750 feet each side of the runway centerline). No structure or obstruction that is not part of the landing and take-off area is permitted in the primary surface.
- 2) Clear Zone. A fan shaped area extending outward 3,000 feet from the end of each runway. The inner boundary is the same width as the primary surface and commencing 200 feet from the threshold, expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet. The Type I clear zone is the first 1,000 feet adjacent to the end of runway. The Type II clear zone is 500 feet wide and extends outward from the Type I clear zone on the extended centerline. The type III clear zone is laterally adjacent to the Type II clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I, Type II, or Type III clear zones.
- 3) Inner Horizontal Surface. The area encompassing the runways, primary surface and clear zone with an outer perimeter formed by swinging arcs 7,500 feet radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction will be permitted on the inner horizontal surface of a greater height than 150 feet above airport elevation.
- 4) Conical Surface. The area extending outward from the periphery of the inner horizontal surface for a distance of 7,000 feet. Height limits in the conical surface commence at a height of 150 feet above airport elevation at the inner boundary and increase at a rate of one foot vertically for every 20 feet horizontally until it reaches a height of 500 feet above airport elevation at the outer boundary.
- 5) Outer Horizontal Surface. The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limit within the outer horizontal surface is 500 feet above airport elevation.
- 6) Approach Surface. The area longitudinally centered on each runway extended centerline, with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach clearance surfaces commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- 7) Transitional Surface. The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface. Transitional surface for those portions of the approach surface which project through and

beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

B. OLF Saufley

Runways 5/24 and 14/32;

- 1) Primary Surface. The area located on the ground or water, longitudinally centered on each runway and extending 200 feet beyond the runway end, with a width of 1000 feet. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the primary surface.
- 2) Clear Zone. The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.
- 3) Inner Horizontal Surface. The area encompassing the runways and primary surface, and clear zones with an outer perimeter formed by swinging arcs 7,500 feet radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction will be permitted in the inner horizontal surface of a greater height than 150 feet above the airport elevation.
- 4) Conical Surface. The area extending from the periphery of the inner horizontal surface outward and upward at a slope of one foot vertically for every 20 feet for a horizontal distance of 7,000 feet to a height of 500 feet above airport elevation.
- 5) Outer Horizontal Surface. The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limits within the outer horizontal surface is 500 feet above airport elevation.
- 6) Approach Surface. The area longitudinally centered on each runway extended centerline with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface, then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- 7) Transitional Surface. The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every

seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface. Transitional surface for those portions of the approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline

C. Naval Helicopter Outlying Fields (OLF). The various zone and surface height limitations are hereby established for Naval Helicopter Outlying Fields (Attachment C and D).

1) OLF's Bronson, Site 6 and Site 8.

- a) Primary Surface. The area longitudinally centered on each helipad, 150 feet in width and 150 feet in length.
- b) Approach Surface. The area longitudinally centered on each helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the approach surface commence at the height of the established landing surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet. For OLF Bronson, the approach surface commences at the height of the established landing surface and increases at the rate of one foot vertically for every twenty feet horizontally for a distance of 4,000 feet.
- c) Clear Zone. The first 400 feet of the approach surface. Except as provided for in the permitted use sections contained herein, structure or obstruction that is not a part of the landing and take-off area is permitted.
- d) Transitional Surface. An area that connects the primary surface and the approach surface, upward and outward of the primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.
- e) Helicopter Traffic Pattern Airspace. No structure shall exceed 200 feet above airport elevation in the traffic pattern airspace (Attachment D). The area protected around each Helicopter OLF is determined by the capacity limits of the OLF (See Note: Attachment D).

2) Corry Hospital Heliport.

- a) Heliport Primary Surface. The area longitudinally centered on the helipad, 150 feet in width and 150 feet in length.
- b) Heliport Approach Surface. The area longitudinally centered on the helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the heliport primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the heliport approach surface commence at the height of the established landing surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet.
- c) Clear Zone. The first 400 feet of the approach surface. Except as provided for in the permitted use section contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted.

- d) Helipport Transitional Surface. An area that connects the helipport primary surface and the helipport approach surface, upward and outward of the helipport primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.

PART V

AIRPORT ENVIRONS, USES AND  
SITE AND BUILDING REQUIREMENTS

Number 1 - Airport Environs Area

Certain airport environ areas have been established around each of the airports within the County. These environ areas have been identified through data provided to the County from the United States Navy and City of Pensacola in studies completed by each of the entities for the airfields which they operate. These studies have established accident potential zones and noise zones for each of the airports as follows:

Where an Airport Environs boundary line divides the lot of record into equal sections, the more restrictive zoning classifications shall regulate. If a lot of record is divided into unequal sections the regulations shall be those applicable to the larger section.

- A. Military Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is an area normally beyond APZ 1 which has a measurable potential for accidents.

Accident Potential Zones	Zone Type
A	Clear
B	APZ 1
C	APZ 2

- B. Airport Noise Zones are hereby established as follows:

Airport Noise Zones	Ldn Values	Correspond to City of Pensacola Noise Zone
1	65 - 70	A
2	70 - 75	B
3	Greater than 75	C

For Pensacola Regional Airport Noise Zones and for the Land Use objective and limitations applicable thereto within the corporate boundaries of the City of Pensacola, refer to City of Pensacola Ordinance #43-82, or an approved successor, known as the Comprehensive Airport Ordinance.

- C. Airport Environs Zones are hereby established as follows:

Area	Characteristics
A	Clear Zone
B3	Accident Potential Zone 1 and Noise Zone 3
B2	Accident Potential Zone 1 and Noise Zone 2
B1	Accident Potential Zone 1 and Noise Zone 1
B	Accident Potential Zone 1

C3	Accident Potential Zone 2 and Noise Zone 3
C2	Accident Potential Zone 2 and Noise Zone 2
C1	Accident Potential Zone 2 and Noise Zone 1
C	Accident Potential Zone 2
3	Noise Zone 3
2	Noise Zone 2
1	Noise Zone 1

Number 2 - Airport Environs Area A (0-2 DU's/acre)

1. Uses Permitted.

- A. Single family dwellings and their customary accessory structures and uses. Mobile (residential) homes are prohibited except for replacement of an existing mobile home. A replacement mobile home must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.
- B. Railroads and Rapid Transit, on grade. Passenger terminals are not permitted.
- C. Highways and street rights-of Way.
- D. Public utilities, except above ground transmission lines. No structures (except airfield lighting), buildings, or above ground utility communication lines shall be permitted within height constraints.
- E. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings, within height constraints.
- F. Silviculture, within height constraints.

2. Site and Building Requirements.

- A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required.

- B. Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area.
- C. Lot Width. The minimum lot width at the front building line shall be 100 feet.
- D. Front Yard Requirements. There shall be a front yard having a depth of not less than 40 feet.
- E. Rear Yard Requirements. The minimum rear yard shall not be less than 40 feet in depth. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback

(MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

F. Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

3. Landscaping.

See Article VII, Section 13.

4. Signs.

See Article VII, Section 7.

Number 3 - Airport Environ Area B3 (0-3 DU's/acre)

1. Uses Permitted.

A. Single Family dwellings and their customary accessory structures and uses.

B. Mobile (residential) Homes. Replacement and new mobile homes must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

C. Railroads and Rapid Transit, on grade.

D. Highways and street rights-of-way.

E. Automobile Parking.

F. Communications Facilities.

G. Public utilities (except above ground transmission lines.)

H. Community and Regional Parks. Spectator stands are not permitted.

I. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

J. Water based recreation. Clubhouses are not permitted.

K. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings.

L. Forestry activities.

2. Special Exceptions.

A. Churches with attendant buildings and facilities. Schools or day care facilities which operate on a five day a week basis are not permitted.

B. Industrial and manufacturing uses of the following types:

- 1) Lumber and wood product
- 2) Furniture and fixtures
- 3) Paper and allied product
- 4) Printing and publishing
- 5) Distribution warehousing

- C. Commercial and retail sales.
  - 1) Wholesale trade
  - 2) Building material
  - 3) Hardware
  - 4) Farm equipment
  - 5) Auto, marine craft, aircraft and accessories
- D. Repair services.
- E. Automobile service stations.
- F. Contract construction services.
- G. Cemeteries. Memorial chapels are not permitted.
- H. Business services.
- I. Fishing activities.
- J. Mining activities.

3. Site and Building Requirements.

- A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

- B. Residential Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of the Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

- C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

- D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

- E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- G. Building Height Requirement. See Part IV, Height Limitations.
- H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.
- I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the Certificate of Occupancy.

Industrial Screening Adjacent to Residential Areas. Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75

feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such residential lot prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 4 - Airport Environ Area B2 (0-3 DU's/acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area

B. Livestock farming.

3. Site and Building Requirements.

A. Site and building requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 5 - Airport Environ Area B1 (0-3 DU's/acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 6 - Airport Environ Area B (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Buildings Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 7 - Airport Environ Area C3 (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Public utilities including above ground transmission lines.

C. Governmental services. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

D. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 50 people are not permitted.

E. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings. Livestock farms are not permitted.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Industrial and manufacturing uses of the following types:

- 1) Food and similar products
- 2) Textile mill products
- 3) Stone, clay and glass products
- 4) Primary metal industries
- 5) Fabricated metal industries

C. Commercial and retail sales.

- 1) General merchandise
- 2) Food
- 3) Wearing apparel and accessories
- 4) Furniture and home furnishings

D. Finance, insurance and real estate services.

E. Personal services

F. Professional services.

3. Site and Building Requirements.

A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

B. Residential Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of the Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

- D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

- E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- G. Building Height Requirement. See Part IV, Height Limitations.

- H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.

- I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be

attained within 18 months of the issuance of the Certificate of Occupancy.

Industrial Screening Adjacent to Residential Areas. Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75 feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such residential lot prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 8 - Airport Environ Area C2 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Neighborhood parks. The park must be oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Livestock farming.

3. Site and Building Requirements.

A. Site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 9 - Airport Environ Area C1 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 10 - Airport Environ Area C (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 11 - Airport Environ Area 3 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Multi-family dwellings (governed under lot coverage provisions as to density.)

C. Group quarters.

D. Government services.

- E. Golf courses and riding stables with clubhouses and customary accessory buildings.
- F. Water based recreation with clubhouses and customary accessory buildings.
- G. Playgrounds and neighborhood parks are not permitted in this area.
- H. Nature exhibits are not permitted in this area.
- I. Livestock farms are not permitted in this area.

2. Special Exceptions.

- A. Any special exception allowed in the preceding area.
- B. Hotels and motels (governed under lot coverage provisions as to density.)
- C. Industrial and manufacturing uses of the following types:
  - 1) Apparel and other finished products made from fabrics, leather and similar materials.
  - 2) Chemicals and allied products.
  - 3) Petroleum refining and related industries.
  - 4) Rubber and miscellaneous plastic products.
  - 5) Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks.
- D. Eating and drinking establishments.
- E. Medical and other health services.
- F. Memorial chapels.
- G. Resorts and group camps.

3. Site and Building Requirements.

- A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

- B. Residential Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of the Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

Hotel and Motel Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed the following:

Building Height	Maximum Lot Coverage
1 and 2 stories	55%
3 and 4 stories	50%
5 and 6 stories	45%
7 to 9 stories	40%
10 to 13 stories	35%
over 13 stories	30%

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

- C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

- D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

- E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- G. Building Height Requirement. See Part IV, Height Limitations.
- H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.
- I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the Certificate of Occupancy.

Industrial Screening Adjacent to Residential Areas. Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75 feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such residential lot prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

- 4. Commercial Off-Street Parking and Loading Requirements.  
See Article VII, Section 6.
- 5. Commercial Traffic Requirements.
  - A. No entrances or exits shall direct traffic into adjacent residential areas.
- 6. Landscaping.  
See Article VII, Section 13.
- 7. Signs.  
See Article VII, Section 7.

Number 12 - Airport Environ Area 2 (0-3 DU's/acre)

- 1. Permitted Uses.
  - A. Any use permitted in the preceding area.
  - B. Educational services.
  - C. Playgrounds and neighborhood parks.
- 2. Special Exceptions.
  - A. Any special exception allowed in the preceding area.
  - B. Auditoriums, concert halls.
  - C. Outdoor sports arenas, spectator sports.
  - D. Livestock farms.

3. Site and Building Requirements.
  - A. Site and building requirements shall be the same as in Part V, Number 11 - Airport Environ Area 3.
4. Commercial Off-Street Parking and Loading Requirements.
 

See Article VII, Section 6.
5. Commercial Traffic Requirements.
  - A. No entrances or exits shall direct traffic into adjacent residential areas.
6. Landscaping.
 

See Article VII, Section 13.
7. Signs.
 

See Article VII, Section 7.

Number 13 - Airport Environ Area 1 (0-3 DU's/acre)

1. Permitted Uses.
  - A. Any use permitted in the preceding area.
  - B. Nature exhibits.
2. Special Exceptions.
  - A. Any special exception allowed in the preceding area.
3. Site and Building Requirements.
  - A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 11, Airport Environ Area 3.
4. Commercial Off-Street Parking and Loading Requirements.
 

See Article VII, Section 6.
5. Commercial Traffic Requirements.
  - A. No entrances or exits shall direct traffic into adjacent residential areas.
6. Landscaping.
 

See Article VII, Section 13.
7. Signs.
 

See Article VII, Section 7.

PART VI

USES INTERFERING WITH AIRCRAFT

It is unlawful to establish, maintain or continue any use within the County in such a manner as to interfere with the operation of aircraft. The following requirements shall apply to all lawfully established uses within the County.

1. All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.

2. No operations of any type shall produce smoke, glare or other visual hazards within three statute miles of any usable runway or a designated airport.
3. No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport and the aircraft.
4. Sanitary landfills will be considered as an incompatible use if located within areas established for the airport through the application of the following criteria:
  - A. Sanitary landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.
  - B. Sanitary landfills located within 5,000 feet of any runway used only by piston type aircraft.
  - C. Sanitary landfills located outside the above perimeters but within the conical surfaces described by FAR Part 77 and applied to an airport will be reviewed on a case-by-case basis.
  - D. Any sanitary landfill located so that it places the runways and/or approach and departure patterns of an airport between bird feeding, water or roosting areas.
5. Notwithstanding the provisions of any other article of this ordinance or any other ordinance, the owner of any structure over 200 feet above ground level shall install marking and lighting on the structure in accordance with the specific standards established by Chapter 14-60, Rules of the Department of Transportation (Appendix 1) and Federal Aviation Advisory Circular 70-7460-1 Series (Appendix 2) and Amendments thereto. In addition, the owner shall install high intensity white obstruction lights on a high structure which exceeds 800 feet above ground level, (AGL).
6. In granting any permit or variance under this Ordinance, the Enforcing Officer or the Board of Adjustments (See Part XI Number 2) may, if it deems such action advisable to effectuate the purposes of this Ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Escambia County, the City of Pensacola or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to aviators the presence of an obstruction to aeronautical operations.

#### PART VII

##### NONCONFORMING USES

1. The lawful use of a building or land for which a building permit, a permanent or preliminary plat or lot coverage permit has been obtained in good faith or applied for prior to the effective date of this ordinance, shall not be affected by this Ordinance although such does not conform to the provisions of this Ordinance. Nothing in this subsection will deprive the appropriate county officials from determining whether such a permit may be ultimately issued under applicable laws and regulations in each instance.
2. No provision of this Ordinance shall require the removal, lowering or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.
3. No nonconforming structure shall be increased, expanded or otherwise become a greater hazard to air navigation than it was when it became nonconforming.

## ARTICLE ELEVEN

### AIRPORT ENVIRONS

**11.00.00**     **FINDINGS:** The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

- A.     There exist airports within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;
- B.     Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;
- C.     Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;
- D.     Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;
- E.     The creation or establishment of an airport hazard injures the community served by the airport in question; and
- F.     In the interest of the public health, safety and general welfare, it is necessary that the creation or establishment of airport hazards be prevented.

**11.01.00**     **APPLICABILITY:** The regulations on land use set forth herein are applicable to all lands within the delineated zones set forth on Maps 1 (Airport Environs Zones) and 2 (Height Limitations), which are incorporated herein by reference and which are available for review and inspection in the Office of the Santa Rosa County Planning Director.

**11.02.00**     **CONFLICTING REGULATIONS:** In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

**11.03.00**     **HEIGHT LIMITATIONS:** In order to carry out the provisions of this article, there are hereby created and established certain airport zones and surfaces. These zones are shown and recorded as Airport Environs Zones and may be found in Official Record Book 807, Pages 62 - 86. The Zone Maps may also be found in Ordinance Book 2, Pages 122 - 146. These zones and maps are incorporated herein by reference and made a part hereof.

- A.     Any property or area located in more than one of the zones or surfaces described in this article shall be considered to be only in the zone or surface with the more restrictive height limitation.
- B.     Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised.

**11.03.01**     **Public Civil Airports:** The various zones and surface height limitations are hereby established for public civil airports:

- A.     Primary Surface: An area longitudinally centered on a runway, extending 200 feet beyond each end of that runway, with a width determined by the operational characteristics of each runway. No structure or obstruction will be permitted within the primary surface that is not part of the landing and takeoff area and is of a greater height than the nearest point on the runway center line.
- B.     Runway Clear Zone: A trapezoidal area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of approaches and keeping the area clear of the congregation of people. The runway clear zone is the same width as the primary surface and begins at the end of the primary surface and is centered upon the extended runway centerline. The length and width are determined by the operational characteristics of each runway (FAA Circular 1500/5300-4B).
- C.     Horizontal Surface: The area around each civil airport, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent area by lines tangent to those arcs.

- D. Conical Surface: The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport height at the inner boundary and increases one foot vertically for every 20 feet horizontally to a height of 350 feet above airport height at the outer boundary.
- E. Approach Surface: An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for at the runway end. The inner edge of the approach surface is the same width as the primary surface and expands uniformly to a width for each runway as set out hereinafter for each airport.
- F. Transitional Surface: The area extending from the side of the primary surface and approach surfaces and connecting them to the horizontal surface. Height limits within the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every 7 feet horizontally with the horizontal distance measured at right angles to the runway centerline and the extended centerline, until the height matches the height of the horizontal surface or conical surface. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

11.03.02 Military Airports: The various zones and surface height limitations are hereby established for military airports:

- A. Primary Surface: An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:
  - 1. Jets and large turbo-prop aircraft - 1,500 feet.
  - 2. Prop and small turbo-prop aircraft - 1,000 feet.
- B. Clear Zone: The area adjacent to the landing threshold extending outward for 3,000 feet. The width varies as follows:
  - 1. Jets and large turbo-prop aircraft - fan-shaped, the inner boundary is the same width as the primary surface and commencing 200 feet out

from the threshold expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet.

2. Prop and small turbo-prop aircraft - 1,000 feet.
- C. Inner-Horizontal Surface: The area encompassing the runway, primary surface and clear zone with an outer perimeter formed by swinging arcs from the end of each runway centerline and connecting adjacent arcs by lines tangent to these arcs. The radius of the arcs are 7,500 feet. No structure or obstruction will be permitted in the inner-horizontal surface of a greater height than 150 feet above airport elevation.
- D. Conical Surface: A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20:1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield clearance.
- E. Outer-Horizontal Surface: The area extending outward from the outer periphery of the conical surface is 500 feet above airport elevation.
- F. Approach Surface: The area longitudinally centered on each runway centerline, with an inner boundary 200 feet from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increases at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- G. Transitional Surface: The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

**11.03.03 Naval Helicopter Outlying Fields:** The various zone and surface height limitations are hereby established for Naval helicopter outlying fields:

- A. Primary Surface: An area horizontally centered on the helipad at the established elevation of landing, 150 feet wide and 150 feet in length.
- B. Takeoff Safety Zone: The takeoff safety zone shall be used as the clear zone. It is an area which underlies the first 400 feet of the approach-departure surface [refer to 3].
- C. Approach-Departure Surface: An inclined plane which flares upward and outward from the helipads longitudinally extended centerline which starts at the end of the primary surface with the same width as the primary surface and expands to a width of 500 feet, 4,000 feet from the primary surface. The slope ratio is 1 foot vertically for every 10 feet horizontally.
- D. Transitional Surface: The area which extends outward and upward from the lateral boundaries of the primary surface and from the approach surface at a slope of 2 to 1 for a distance of 250 feet from the centerline of the landing area.
- E. Helicopter Traffic Pattern Airspace: No structure shall exceed 200 feet above ground level in the traffic pattern airspace. The area protected around each helicopter OLF is determined by the capacity limit of the OLF.

**11.04.00 Use Restrictions:** Notwithstanding any provision of Article 6 of this ordinance, the permitted land use for any property within the Airport Environs Area shall be modified as set forth in Table 11-1.

**11.04.01 Key to Table 11-1**

- A. Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is and are normally beyond APZ 1 which has a measurable potential for accidents.
- B. Airport Noise Zones are hereby established as follows:

Airport Noise Zone

Ldn Values

1	Less than 65
2	65 to 75
3	Greater than 75

C. Airport Environs Zones are hereby established as follows:

<u>Area</u>	<u>Characteristics</u>
A	Clear Zone
B3	Accident Potential Zone 1 & Noise Zone 3
B2	Accident Potential Zone 1 & Noise Zone 2
B1	Accident Potential Zone 1 & Noise Zone 1
C3	Accident Potential Zone 2 & Noise Zone 3
C2	Accident Potential Zone 2 & Noise Zone 2
C1	Accident Potential Zone 2 & Noise Zone 1
3	Noise Zone 3
2	Noise Zone 2

D. Development

1. Acceptable Development: The provisions of Article Six are appropriate without modification.
2. Conditional Development: The land uses set forth in Article Six are appropriate; however, certain conditions or safeguards need to be imposed to protect the public interest.

3. Unacceptable Development: The land uses permitted by Article Six are incompatible with and prohibited by the airport environs zone in which the property is located.

**11.04.02** Conditions for Development: This section is intended to be used with Table 11-1. For the purposes of this section, NLR means Noise Level Reduction.

- A. No passenger terminals are permitted.
- B. No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
- C. Permitted only within height constraints.
- D. Hunting and Fishing is permitted only for wildlife control.
- E. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
- F. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.
- G. Chapels are not permitted.
- H. Development is subject to the condition that spectator stands are not built as part of this land use operation.
- I. Development is subject to the condition that clubhouses are not built as part of this land use operation.
- J. Development is subject to the condition that concentrated rings with classes larger than 25 are not built as part of this land use operation.
- K. Residential structures are not permitted.
- L. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA in reception, office, retail and employee lounge areas.
- M. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA throughout the facility.

- N. Compatible development is conditioned on design and construction providing for an NLR of 35 dBA throughout the facility.
- O. Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land use operation.
- P. Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.
- Q. Compatible development is conditioned on dwelling design and construction providing for an NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
- R. Development is subject to the condition that meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
- S. Development is subject to the condition that the park is oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.
- T. Development is subject to the condition that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.
- U. Compatible development is conditioned on residential unit design and construction providing for an NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
- V. Compatible development is conditioned on design and construction providing for an NLR of 30 dBA in the club house.
- W. Compatible development is conditioned on design construction providing for an NLR of 35 dBA in permanent residential units and 30 dBA in other permanent structures.
- X. Development is subject to the condition that maximum density not exceed 1 dwelling unit per five acres.

TABLE 11 - 1

LAND USE OBJECTIVES

LAND USE CATEGORY

AIRPORT ENVIRON AREAS

RESIDENTIAL:

	A	B3	B2	B1	C3	C2	C1	3	2
Single Family Dwellings	No	No	*24,14	*24	No	*16,17	*16	No	*17
2 Family Dwellings; Multi-Family Dwellings; Mobile Home Parks or Courts	*17		No	No	No	No	No	No	No
Group Quarters; Residential Hotels; Transient Lodgings	No	No	No	No	No	No	No	*21	*17

INDUSTRIAL/MANUFACTURING:

Food and Kindred Products; Textile Mill Products	No	No	No	No	*5	*12	Yes	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products	No	No	No	No	No	No	No	*5	*12
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing	*5		No	*5	*12	Yes	*5	*12	Yes
Professional, Scientific & Control Instruments	No	No	No	No	No	*12	No	*5	*12

TRANSPORTATION, COMMUNICATION AND UTILITIES:

Railroad; Rapid Transit (on grade)	*1/3	Yes							
Highway & Street Right-of-Way	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automobile Parking	No	Yes							
Communications	*3	*5	*12	Yes	*5	*12	Yes	*5	*12
Utilities (except above ground transmission lines)	*2	*5	*12	Yes	*5	*12	Yes	*5	*12
Above Ground Transmission Lines	No	No	No	No	Yes	Yes	Yes	Yes	Yes

TABLE 11 - 1

YES = ACCEPTABLE DEVELOPMENT

\* = CONDITIONAL DEVELOPMENT PERMITTED BY SECTION 11.04.02

NO = UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY

AIRPORT ENVIRON AREAS

A B3 B2 B1 C3 C2 C1 3 2

COMMERCIAL/RETAIL TRADE:

Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	No	*5	*12	Yes	*5	*12	Yes	*5	*12
General Merchandise (Retail); Food Retail; Apparel and Accessories (Retail)			No	No	No	No	*6	*13	Yes



**TABLE 11-1**  
(Continued)

YES = ACCEPTABLE DEVELOPMENT

\* = CONDITIONAL DEVELOPMENT PERMITTED BY SECTION 11.04.02

NO = UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY

AIRPORT ENVIRON AREAS

	A	B3	B2	B1	C3	C2	C1	32	
<u>OUTDOOR RECREATION:</u>									
Playground; Neighborhood Parks	No	No	No	No	No	*19	*19	No	Yes
Community & Regional Parks	No	*8	*8	*8	*8	*8	*8	Yes	Yes
Nature Exhibits	No	*6	*13	Yes	No	*13	Yes	*6	Yes
Spectator Sports Including Arenas	No	No	No	No	No	No	No	No	Yes
Golf Courses; Riding Stables	No	*9,10	*9,10	*9,10	*9,15	*9,15	*9,15	*22	Yes
Water Based Recreation Area	No	*9	*9	*9	*9	*9	*9	*22	Yes
Resorts and Group Camps	No	No	No	No	No	No	No	*23	Yes
Entertainment Assembly; Amphitheater; Music Shell	No	No	No	No	No	No	No	No	No

RESOURCE PRODUCTION, EXTRACTION & OPEN LAND:

Agriculture Including Livestock Grazing	*2	*11	*24,17	*24	*11	*17	Yes	*21	*17
Livestock Farms; Animal Breeding	No	No	*24,17	*24	No	*17	Yes	No	*17

Agriculture Related Activities	No	*11	*24,17	*24	*11	*17	Yes	No	*17
Forestry Activities	*3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fishing Activities	*4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mining Activities	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Undeveloped Areas; Unused Land Areas; Permanent Open Space; Water Areas	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes								

**11.05.00 USES INTERFERING WITH AIRCRAFT:** It is unlawful to establish, maintain or continue any use within the airport hazard area in such a manner as to interfere with the operations of aircraft. The following requirements shall apply to all lawfully established uses within the airport hazard area:

- A. All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.
- B. No operations of any type shall produce smoke, glare or other visual hazards within three (3) statute miles of any usable runway or a designated airport.
- C. No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport and the aircraft.
- D. No use of land shall be permitted which encourages large concentrations of birds or waterfowl within the vicinity of an airport.
- E. Sanitary landfills will be considered as an incompatible use if located within areas established for the airport through the application of the following criteria:
  - 1. Landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.
  - 2. Landfills located within 5,000 feet of any runway used only by piston type aircraft.
  - 3. Landfills outside the above perimeters but within the conical surfaces described by FAR Part 77 and applied to an airport will be reviewed on a case-by-case basis.
  - 4. Any landfill located that places the runways and/or approach and departure patterns of an airport between bird feeding, water or roosting areas.

**11.06.00 LIGHTING:** Notwithstanding the provisions of any other article, section or ordinance, the owner of any structure over 200 feet above ground level shall install lighting in accordance with Federal Aviation Advisory Circular 70-7460-1 Series and Amendments thereto on that structure. In addition, the owner shall construct high intensity white obstruction lights on a high structure which exceeds 749 feet above mean sea level.

**11.06.01 Hazard Marking and Lighting:** In granting any permit or variance under this article, the Building Inspection Department or the Board of Adjustment may, if it deems such action advisable to effectuate the purposes of this ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Santa Rosa County or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.

**11.07.00 NONCONFORMING USES:** No provision of this article shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.

**11.07.01** No nonconforming structure or tree shall be increased, permitted to grow taller or otherwise become a greater hazard to air navigation than it was when it became nonconforming.

**11.07.02** In the event that a nonconforming use or nonconforming structure has been abandoned for a period of one year or is more than eighty percent torn down, destroyed, deteriorated, or decayed, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable regulations.

**11.07.03** Within zones A, B1 and C1 for OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in paragraphs (B), (P) and (X) of Section 11.04.02.

**11.08.00 PERMITS**

**11.08.01** No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within the airport hazard area unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.

**11.08.02** No nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher or replanted within the airport hazard area unless a permit has been granted by the Building Inspection Department. No permit shall be granted that would permit a

nonconforming structure or tree or nonconforming use to be made or become higher or become a greater hazard to air navigation than it was when the applicable regulation was adopted or with the application for a permit is made.

11.08.03 Whenever the Building Inspection Department determines that a nonconforming use or nonconforming structure or tree has been abandoned for more than one year or is more than eighty percent torn down, destroyed or deteriorated, or decayed, no permit shall be granted that would allow said structure or tree to exceed the applicable height limit or otherwise deviate from applicable regulations.

11.08.04 Except as provided herein, applications for permits shall be granted, provided the matter applied for meets the provisions of this article and the regulations adopted and in force hereunder.

11.09.00 **DISCLOSURE STATEMENT:** No person shall sell, lease, nor offer for sale or lease any property within the airport hazards area unless the prospective buyer or lessee has been given the following notice:

To: \_\_\_\_\_

The property at \_\_\_\_\_ (address) \_\_\_\_\_ is located within the airport environs of \_\_\_\_\_ (airport) \_\_\_\_\_. Santa Rosa County has determined that this is an area of airport operations. The County has placed certain restrictions on the development and use of property within airport environs zones in addition to the restrictions in Article Six of the Land Development Code ( zoning code). Before purchasing or leasing the above property, you should consult Article Eleven of the Santa Rosa County Land Development Code to determine the restrictions which have been placed on the subject property.

Certification

As the owner of the subject property, I hereby certify that I have informed \_\_\_\_\_, as a prospective purchaser/lessee, that the subject property is located in an Airport Environs Zone.

Dated this \_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Owner

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted Article Eleven of the Santa Rosa County Land Development Code to determine the restrictions which have been placed on the subject property.

Dated this \_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Purchaser/Lessee

### 11.10.00 APPEALS

- A. Any person aggrieved, or taxpayer affected, by any decision of an administrative official or agency made in its administration of the regulations adopted under this article, or any governing body of a political subdivision, which is of the opinion that a decision of such an administrative official or agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment the decisions of such administrative official or agency. Appeals shall be made and heard pursuant to Section 2.03.00 et. seq. of this ordinance.
- B. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency or official from which the appeal is taken, certifies to the Board of Adjustment (BOA), after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the BOA on notice to the agency from which the appeal is taken and on due cause shown.

**11.10.01 Special Exception - Private Airports and Helicopter Landing Sites:** In addition to the special exceptions which may be considered by the BOA pursuant to Section 2.04.000 of this ordinance, the Board may grant a special exception for a private airport or helicopter landing site if it finds the following:

- A. That the applicant has obtained all necessary permits from state and federal agencies for the operation of the facility;
- B. That the proposed use is consistent with the highest order of safety;

- C. That the operation of the facility is compatible with surrounding land uses;
- D. That the proposed use will not adversely affect the public interest.

The Board may prescribe appropriate conditions and safeguards to effectuate the purposes of this article.

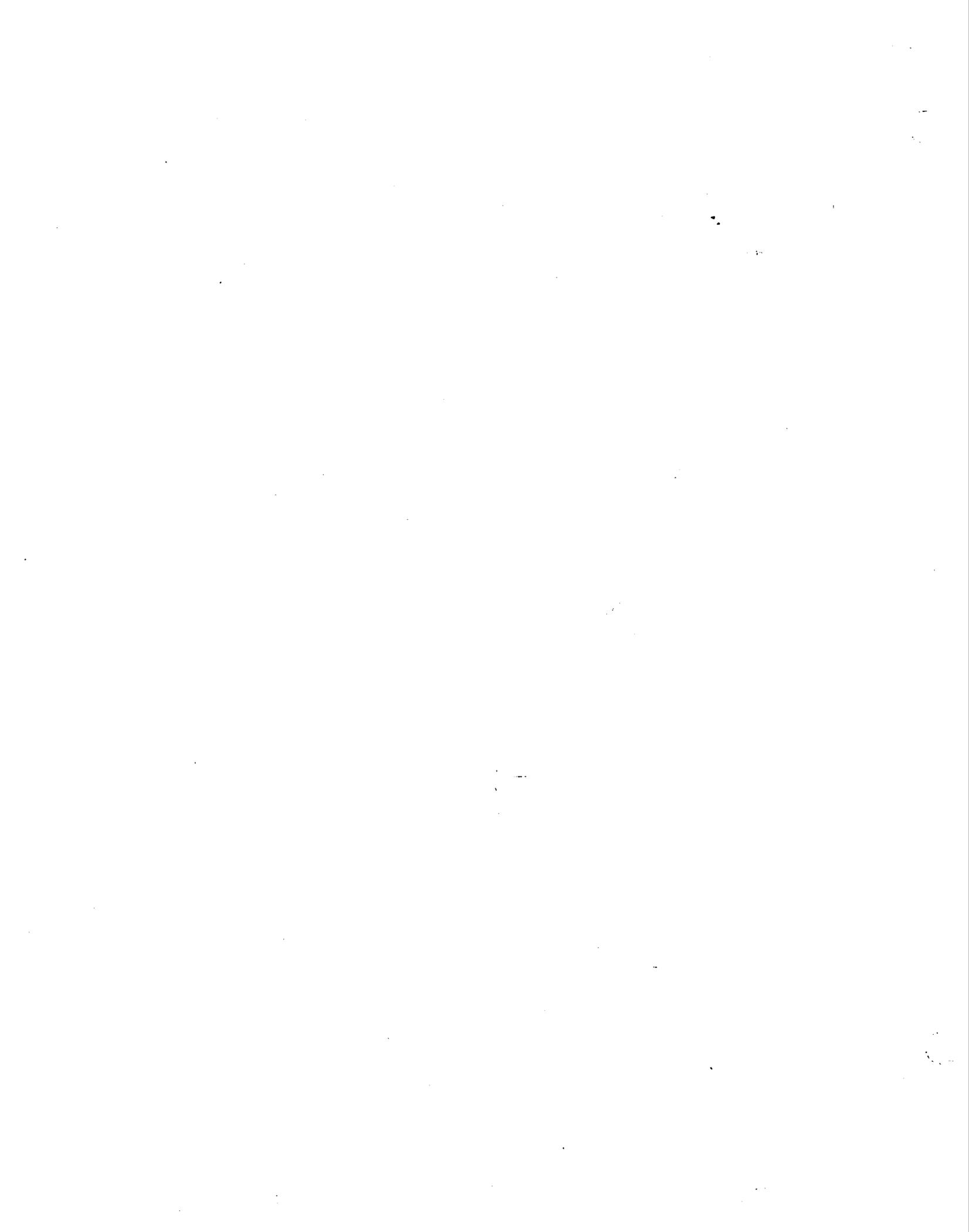
**11.10.02 Variances:** In addition to the regulations, standards and procedures described in Section 2.04.00 et. seq. of this ordinance, the Board of Adjustment may consider variances to this article as follows:

- A. Any person desiring to erect any structure, or increase the height of any structure, or permit the growth of any tree, or otherwise use his property in violation of the regulations set forth herein may apply to the Board of Adjustment for a variance from the regulations in question.
- B. Any person desiring to erect, alter or modify any structure, the result of which would exceed the federal obstruction standards as contained in 14 C.F.R. Sec. 77 specifically 14 C.F.R. Sections 77.21 (scope), 71.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters), and FAA circular 1500/5300-4B (zoning and grants) may apply to the Board of Adjustment for a variance from the regulations in question.
- C. Such variances shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of regulations and this article. Provided, that any variance may be allowed subject to any reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of this ordinance.

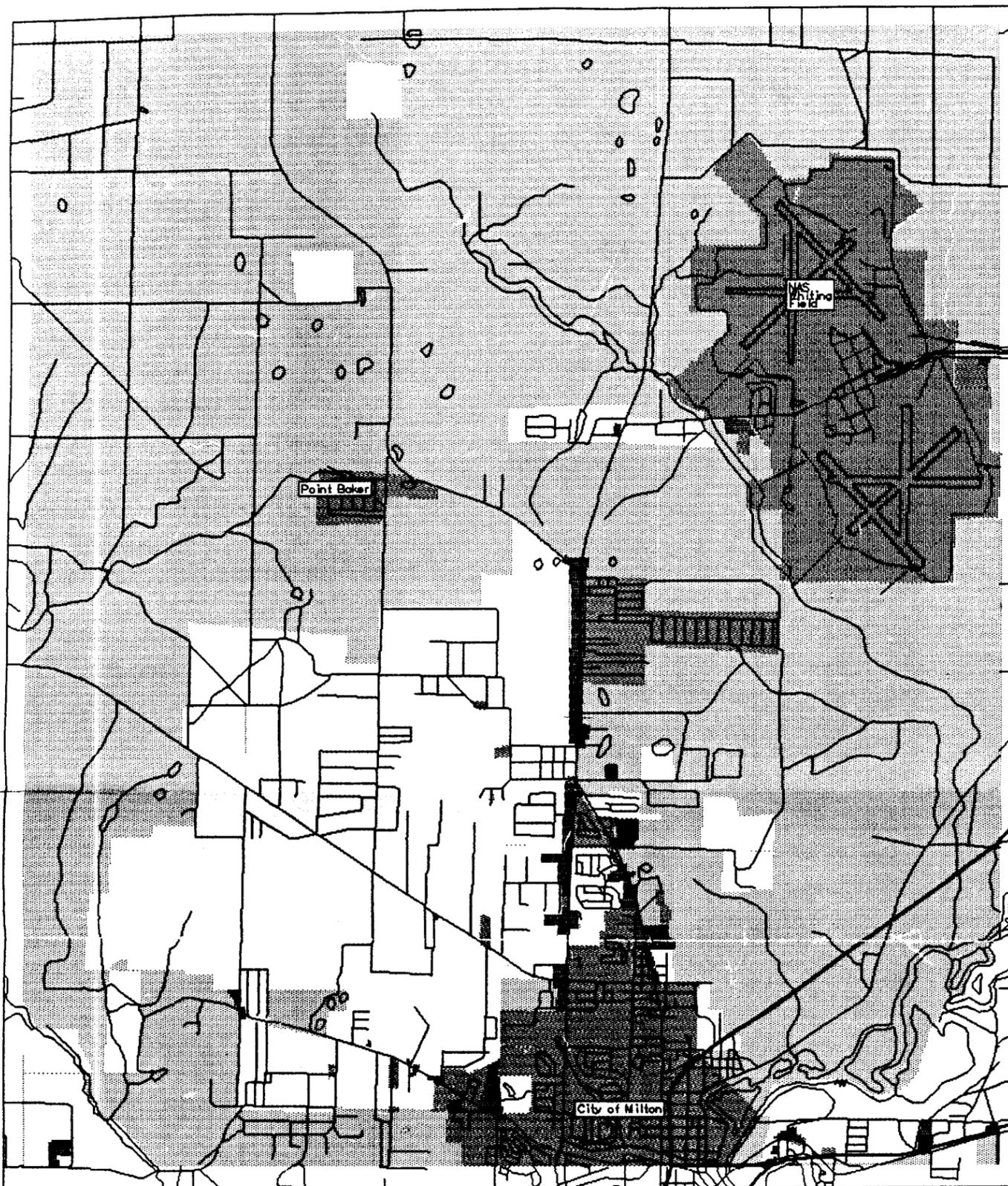
**11.11.00 ADMINISTRATION AND ENFORCEMENT:** It shall be the duty of the Building Inspector or his duly appointed designee to implement and enforce the regulations prescribed herein within the territorial limits over which Santa Rosa County has jurisdiction. In the event that the Building Inspector finds any violation of the regulations contained herein, the Building Inspector shall give written notice to the person responsible for such violation. The Building Inspector shall order the discontinuance of any work being done or take such action which is necessary to correct violations and obtain compliance with the article.

### 11.11.01 Remedies

- A. Whether an application is made for a permit or not, the Building Inspection Department may, by appropriate action, compel the owners of the nonconforming structure or tree that has been abandoned or is more than eighty percent torn down, destroyed, deteriorated or decayed, at the owner's expense, to lower, remove, reconstruct or equip such object as may be necessary to conform to the regulation.
- B. If the owner of the nonconforming structure or tree shall neglect or refuse to comply with such order for ten days after notice thereof, the Planning Board (LPA) may report the violation to the Board of County Commissioners which may proceed to have the object so lowered, removed, reconstructed or equipped and assess the cost and expense thereof upon the object of land whereon it is or was located.
- C. Unless such an assessment is paid within ninety days from the service of notice thereof on the owner or his agent, the sum shall be a lien on said land and shall bear interest hereafter at the rate of six (6) percent per annum until paid and shall be collected in the same manner as taxes on real property are collected, or, at the County's option, said lien may be enforced in the manner provided for the enforcement of liens by Chapter 85, F.S.



TITLE: SANTA ROSA COUNTY FUTURE LAND USE MAP  
 LOCATION: Florida



SCALE: 1 : 65000  
 WINDOW: 487800.00 3401900.00 500200.00 3387600.00

airfields (PERMANENT)

hydro.all (PERMANENT)

railroads (PERMANENT)

roads.all (PERMANENT)



- 1 AGRICULTURE
- 2 CONSERVATION/RECREATION
- 3 LOW DENSITY RESIDENTIAL
- 4 MEDIUM/MEDIUM HIGH DENSITY RESIDENTIAL
- 6 GENERAL COMMERCIAL
- 7 INDUSTRIAL
- 8 HISTORIC
- 9 MUNICIPALITIES
- 10 CONSERVATION/U.S. GOVERNMENT

Command: NAS Whiting Field

**Data Call Number Three Amendment One**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**MAJOR CLAIMANT LEVEL**

R. K. U. KIHUNE  
NAME

  
Signature

CNET  
Title

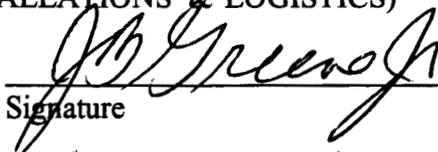
3 MAY 94  
Date

CNET  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

J. B. Greene, Jr  
NAME

  
Signature

Acting  
Title

6 MAY 1994  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN  
NAME (Please type or print)

WB Hayden  
Signature

Chief of Naval Air Training  
Title

29 APR 94  
Date

Naval Air Training Command  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**CERTIFICATION OF BRAC 95**  
**DATA CALL NUMBER THREE**  
**(MILITARY VALUE)**

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for Audit purposes.

**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier  
NAME

R. O. Abshier  
Signature

Commander  
Title

18 Apr 94  
Date

Training Air Wing FIVE  
Activity

Enclosure (4)

**CERTIFICATION OF BRAC 95**  
**DATA CALL NUMBER THREE**  
**(MILITARY VALUE)**

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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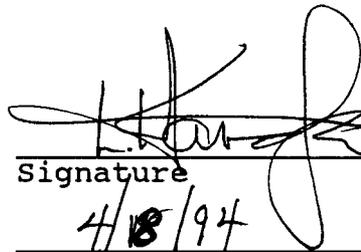
**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande  
NAME

Commanding Officer  
Title

NAS Whiting Field  
Activity

  
Signature  
4/18/94  
Date

Enclosure (4)

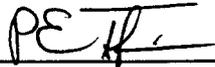
Command: NAS Whiting Field

**Data Call Number Three Amendment One Revisions  
(Pages 160-165)**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**MAJOR CLAIMANT LEVEL**

P. E. TOBIN  
NAME

  
Signature

CNET  
Title

25 JUL 1994  
Date

CNET  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

W. A. EARNER  
NAME

  
Signature

Title

8/14/94  
Date

BRAC 95 DATA CALL 3  
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/15/94 (IRT CNET 241800Z JUN 94), PAGES 160-165

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

~~W. B. HAYDEN, RADM, USN~~  
NAME (Please type or print)

P.R. Statskey  
Signature

Chief of Naval Air Training (ACTING)  
Title

2/20/94  
Date

Naval Air Training Command  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
DATA CALL NUMBER THREE (MILITARY VALUES),  
CHANGE TWO INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier  
NAME

*R. O. Abshier*  
Signature

Commander  
Title

1530194  
Date

Training Air Wing FIVE  
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
DATA CALL NUMBER THREE (MILITARY VALUES),  
CHANGE TWO INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

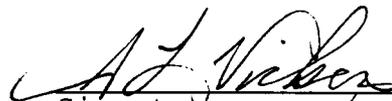
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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

S. L. Vickers  
 NAME

  
 Signature

Commanding Officer, acting  
 Title

15 Jul 97  
 Date

NAS Whiting Field  
 Activity

229

Command: NAS Whiting Field

**Data Call Number Three Amendment One Revisions  
(Pages 21a-21d, 29a, 29b, 31a-31d, 45a-45d, 53a-53n, 57a,  
57b, 61a, 61b, 63a-63l, 67a-67v, 104, 111, and 158)**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**MAJOR CLAIMANT LEVEL**

P. E. TOBIN  
NAME

*P E T*  
Signature

Acting  
Title

23 AUG 1994  
Date

CNET  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

W. A. EARNER  
NAME

*W A Earner*  
Signature

Title

8/29/94  
Date

**Encl 67**

BRAC-95 DATA CALL 3, CHANGE 3  
NAS WHITING FIELD UIC 60508  
Stations revisions of pages 104,111, and 158  
dated 10 AUG 94

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

R. P. STATSKEY, CAPT, USN  
NAME (Please type or print)  
Chief of Naval Air Training (ACTING)  
Title  
Naval Air Training Command  
Activity

*R. P. Statskey*  
Signature

15 Aug 94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

BRAC-95 DATA CALL 3  
NAS WHITING FIELD UIC 60598

CNATRA REVISIONS OF 8/04/94, PAGES 21c, 21d, 57b, 67a, 67c, 67g, 67h, 67m,  
67o, 67~~q~~, 67s, 67u

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN  
NAME (Please type or print)  
Chief of Naval Air Training  
Title  
Naval Air Training Command  
Activity

WB Hayden  
Signature  
9 AUG 94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

18 JUL 1994

BRAC-95 DATA CALL 3  
NAS WHITING FIELD UIC 60598

STATION REVISIONS OF 6/24/94, PAGES i,ii,iii,21a-21d,29a,29b,31a-31d,45a-45d,  
53a-53n,57a,57b,61a,61b,63a-63l & 67a-67v (IRT CNET N443 FAX OF 14 JUN 94)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN  
~~W. B. HAYDEN, RADM, USN~~  
NAME (Please type or print)

*P. R. Statskey*  
Signature

Chief of Naval Air Training (Acting)  
Title

15 JUL 94  
Date

Naval Air Training Command  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**CERTIFICATION OF BRAC 95 TRAINING AIR STATION**  
**DATA CALL NUMBER THREE (MILITARY VALUES),**  
**CHANGE THREE INFORMATION**

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier  
NAME

R. O. Abshier  
Signature

Commander  
Title

10 Aug 94  
Date

Training Air Wing FIVE  
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
DATA CALL NUMBER THREE (MILITARY VALUES),  
CHANGE THREE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

D. C. Ray  
 NAME

  
 Signature

Commanding Officer, Acting  
 Title

10 AUG 94  
 Date

NAS Whiting Field  
 Activity

NAVAL AIR STATION WHITING FIELD  
CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
DATA CALL NUMBER THREE (MILITARY VALUE) REVISION  
INFORMATION

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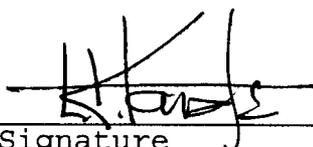
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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande  
 NAME

  
 Signature

Commanding Officer  
 Title

6/27/94  
 Date

NAS Whiting Field  
 Activity

**NAVAL AIR STATION WHITING FIELD**  
**CERTIFICATION OF BRAC 95**  
**DATA CALL NUMBER THREE (MILITARY VALUE) REVISION**  
**INFORMATION**

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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier  
NAME

Commander  
Title

Training Air Wing FIVE  
Activity

R. O. Abshier  
Signature

24 JUN 94  
Date

Enclosure (4)

509

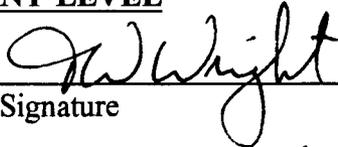
Command: NAS Whiting Field

Data Call Number Three Amendment One Revisions  
(Pages i, ii, iii, 53o-53t, and 104-108)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. W. WRIGHT  
NAME

  
Signature

CNET  
Title

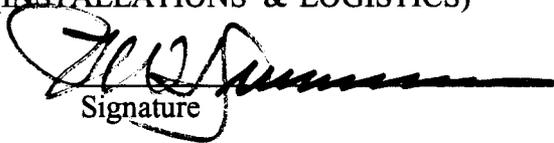
9-23-94  
Date

CNET  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P. W. DRENNON  
NAME

  
Signature

ACTING  
Title

10-24-94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELOON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN  
NAME (Please type or print)

Chief of Naval Air Training  
Title

Naval Air Training Command  
Activity

WB Hayden  
Signature  
12 SEP 94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**CERTIFICATION OF BRAC 95 TRAINING AIR STATION**  
**DATA CALL NUMBER THREE (MILITARY VALUE),**  
**CHANGE FOUR INFORMATION**

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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier  
NAME

*R. O. Abshier*  
Signature

Commander  
Title

1 SEP 94  
Date

Training Air Wing FIVE  
Activity

Enclosure (4)

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
DATA CALL NUMBER THREE (MILITARY VALUE),  
CHANGE FOUR INFORMATION

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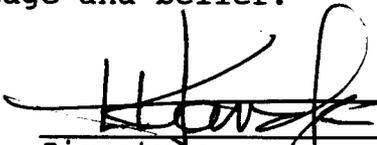
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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande  
NAME

  
Signature

Commanding Officer  
Title

9/1/94  
Date

NAS Whiting Field  
Activity

Command: NAS Whiting Field

Data Call Number Three Amendment One Revisions  
(Pages 4, 12, 15, 16, 70, 104, 105, 111, 136, 139, 158, 160-165, 166, 172, 178, 179, and 184)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**MAJOR CLAIMANT LEVEL**

P. E. TOBIN  
NAME

  
Signature

Acting  
Title

10/3/94  
Date

CNET  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P. W. DRENNON  
NAME

  
Signature

Acting  
Title

12 OCT 1994  
Date

28 SEP 1994

BRAC 95 DATA CALL 3  
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/22/94, PAGES 4,12,15,16,70,104,105,111,136,139,166,172,178,  
179 & 184

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN  
NAME (Please type or print)  
CHIEF OF NAVAL AIR TRAINING (ACTING)  
Title  
NAVAL AIR TRAINING COMMAND  
Activity

*P.R. Lanier*  
Signature  
27 SEP 94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

Emel (2)

**CERTIFICATION OF BRAC 95 TRAINING AIR STATION**  
**DATA CALL NUMBER THREE (MILITARY VALUE),**  
**CHANGE FIVE INFORMATION**

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for Audit purposes.

**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier  
NAME

R. O. Abshier  
Signature

Commander  
Title

23 Sep 94  
Date

Training Air Wing FIVE  
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
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CHANGE FIVE INFORMATION

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**ACTIVITY COMMANDER**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande  
 NAME

  
 Signature

Commanding Officer  
 Title

9/23/94  
 Date

NAS Whiting Field  
 Activity